

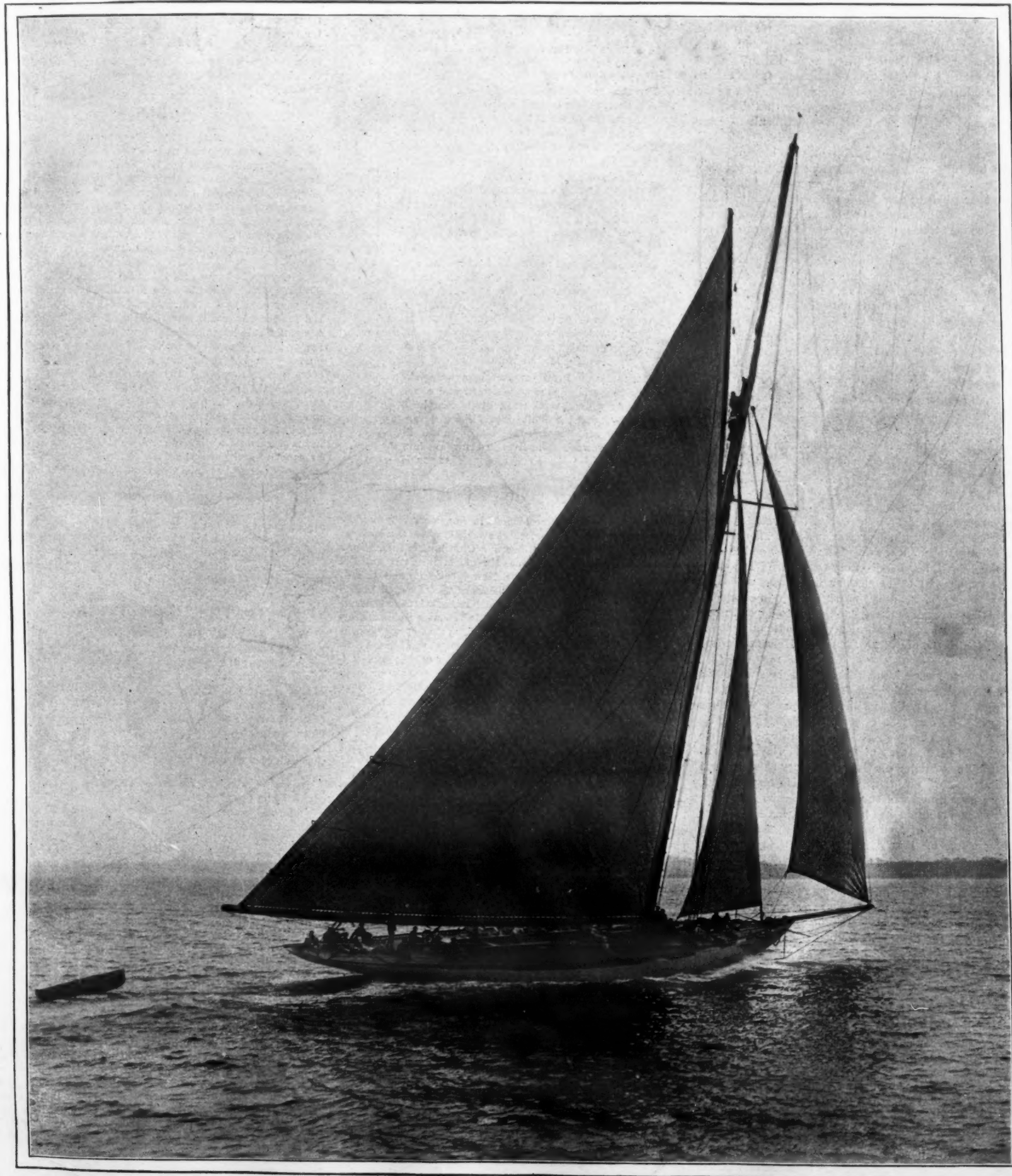
# LESLIE'S WEEKLY

ILLUSTRATED

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AMERICA'S CUP-DEFENDER "COLUMBIA," ON A PORT TACK DURING HER TRIAL  
SAIL IN NARRAGANSETT BAY, ABOVE NEWPORT.

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## LESLIE'S WEEKLY.

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## Take a Rest.

It was the frequent boast, in days gone by, of the proprietor of a great New York journal that he had not taken a vacation during his business life of forty years. More recently an eminently successful and distinguished leader of the New York Bar stated it to be a part of his regular plan of life to absent himself from business cares and duties for at least three months in every year. Which of these two men took the wiser, healthier, and saner view of existence we think it not difficult to determine.

The man who could, but would not, take himself out of the grind of his profit-making and money-getting for forty of his best and richest manhood years must have had either a sordid nature of a high degree or a strangely misshapen view of the true ends and aims of human existence. His life ended prematurely. The lawyer is one of the youngest-appearing men of his years in New York City.

It is an encouraging fact that periods of rest and recreation are finding a larger place in the life of the American people than was formerly the case. It is a tendency which we may carry much farther still with added profit. In this way we may gradually relieve ourselves of the just reproach often heaped upon us by observers from other lands, that we take even our pleasures sadly, and devote ourselves too much to the worship of mammon. We certainly may learn something of our English cousins, and more still of our German friends, of the way to achieve success in life by a happy mingling of honest and fruitful work with occasional periods of calm and joyous ease.

It is a fatally erroneous idea, too common in many circles of American society, and especially among the professional and working classes, that vacation days, periods set apart for pleasure and recreation, are things out of the normal course of life; pure indulgences, of questionable wisdom for any except invalids, the aged, and the wealthy. The wage-earner, the struggling professional, the man of family who gives himself a few days of rest now and then, is made to feel, oftentimes, a half-guilty sense of having yielded to a weakness, of having been a little lazy, of having done something which he had no right to do in consideration of his own worldly interests and of those dependent on him. He should have remained at home attending to his business; that is the prevailing thought. He cannot afford to be idle.

Against such ideas of the workers' rest-days we set the truer, nobler, and more rational view that they have as proper and necessary a place in every man's life as the work-days. The man who closes his desk, lays down his hammer, or leaves his plow, and does nothing for a time every year but give himself up to rest and enjoyment, is as fully in the line of doing his God-given duty as when he is toiling and mowing for his daily bread. He may, indeed, earn more bread, and will surely earn it easier and more happily when his brain has been cleared, his body energized, and his soul enlarged under the peace, the freedom, and the sunshine of days lived elsewhere than under the lash of work.

Therefore to all our readers, and especially to all young men and women, we say, put as many vacation days into your programme every year as you reasonably can—as many as your employment or your profession will possibly allow. Prepare for them, count upon them, regard them as much a necessity for your success, for your physical and moral well-being, as the food you eat or the clothes you wear; for such, in very truth, they are.

## The Challenger "Shamrock."

SIR THOMAS LIPTON and his designer, Fife, have practically confessed to the extreme lightness of the challenger *Shamrock* by admitting that she will be conveyed to the American coast by a steam-yacht. This will be the first time that an English yacht has ever found it necessary to keep a refuge close at hand as she crossed the ocean, and the occurrence provides a curious commentary on the most modern needs of the yacht-racing world.

It is now a generally accepted fact among experts that the last challenger, the *Valkyrie* III., had very little chance with the *Defender*, owing to the heaviness of construction which was thought necessary in the boat that had to cross the Atlantic before her racing, and Lieutenant Hobson has shown that the *Defender*, in building of aluminum, probably saved seventeen tons in dead weight as against the wooden-built *Valkyrie*. In smaller classes of racing-yachts this saving in weight has been proved beyond a peradventure to be an almost supreme ad-

vantage in the seeking of speed only, and no one will blame the English designer for endeavoring to make the most of the only chance open to him. At the same time, it will be noticed that Sir Thomas had some trouble in finding builders for his boat. Harland & Wolff, of Belfast, and the Yarrow's both declined to build her after they had seen the specifications, and it can be easily understood that large firms whose fortunes depend on their reputation for turning out safe vessels for the public would shrink from lending their names to an undertaking that might possibly result in disaster.

If the *Shamrock* arrives here in safety, she may be confidently expected to be the most dangerous boat that ever sailed for the cup, and it is a curious result of the long search for speed in boats that she has to be dangerous to herself before she can be regarded as dangerous as a cup-winner. This is certainly a *reductio ad absurdum* for the noblest of all sports, and it is earnestly hoped by many experts that the Stephens table for controlling the construction of racing-yachts, which is now in use on the Great Lakes, may be so extended in its purview that a sufficient amount of material will be legislated into the hulls of the largest racing-vessels, and thus compel designers to desist from sending crews afloat in high-speed coffins.

## A Greeting to Dewey.

I.  
A NATION lifts her voice to greet him home  
Who raised her flag where East and West are one,  
Where blends the rising with the setting sun.  
For this knight-errant of the ocean foam  
Are cheers from cottage and from marble dome.  
From sea to sea is heard the cry, "Well done!"  
In living millions, rivals you have none,  
Recalling triumphs sung by Greece and Rome."  
He does not boast an old ancestral name,  
Nor have his coffers heaped with wealth untold;  
We greet him as a leader free from blame,  
A patriot tender-hearted, true, and bold;  
For honor is a nobler gift than fame,  
And valor more than silver, gems, and gold.

II.  
From pine-plumed mountains by Wisconsin lake,  
From citron orchards by Floridian seas;  
Where white Alaska's rills and rivers freeze,  
Where Porto Rico's orchid-blossoms awake;  
From rocks of Maine, where hoary billows break,  
From Georgia swamps, where jasmines scent the breeze;  
From Vermont valleys, green Kentucky leas,  
We greet with pride our Nelson and our Blake.  
Then make the greetings more resounding still,  
To him whose gaze was onward and above.  
For they whose hearts heroic deeds can thrill,  
Have found the White Ideal, like a dove,  
And they who honor courage, faith, and skill  
Have crowned themselves in crowning him they love.

WALTER MALONE.

## A Reform Measure on Trial.

THE civil-service conferences held in New York City recently were probably the most important ever held since the creation of that commission under Governor Cleveland in 1883. They marked the dividing line between the old civil service and the new. With the approval of the New York City and Buffalo rules in accordance with the provisions of the new civil-service law, the entire State is working under the new law—a measure that has the hearty approval of the Civil Service Reform Association, and which, during the two months that it has been in operation, has not fulfilled the prophecies of the politicians that it would create confusion in the public service of the State.

Thus far the law has worked remarkably well; even those who in their hearts opposed its passage will admit that Governor Roosevelt was confident that practical civil-service reform could be accomplished to the benefit of the State and of the Republican administration, and his confidence does not appear to have been misplaced.

In the enactment and administration of the new law three men have played conspicuous parts—Governor Roosevelt, Senator Horace White, and the Hon. William Miller Collier, the new member of the civil-service commission. Governor Roosevelt conceived the new law. His experience in the national civil service commission had convinced him that a law could be placed upon the statute-books of New York State that would materially improve the public service by making the examinations a practical test of the fitness of the candidates, and that would remove the suspicion of partisan unfairness that attached to the double system of examinations provided for in the old law, enacted in 1897. He suggested such a law in his first annual message, and he worked hard during the early months of the session of the Legislature, making converts to his plan among the doubtful members of the majority. At the outset it seemed very doubtful if he could secure the passage of an act that would make any radical change in the old law, but he did. He secured every provision for which he contended, and the law which, as a result of the conferences in New York City, is in force throughout the State, comes as near to revolutionizing the old system as it is possible to come.

To Senator Horace White, of Syracuse, who represents the Thirty-sixth District in the upper house, was intrusted the delicate task of framing the bill and getting it through the Senate. There were twenty-seven Republican Senators, one more than a constitutional majority, and the whole history of the session shows that it was a bad year for political measures. When he began his task it is very doubtful if any Republican Senator would have risked his reputation as a prophet by declaring that the bill could be passed in the form in which it finally went through. If the work of preparing the bill was difficult, the handling of it on the floor was still more so. Senator White's debate with Senator Grady, the Democratic leader, on the day of the bill's final passage was one of the events of the session.

When the law was finally on the statute-books Commissioner Collier appeared as the exponent of practical civil-service reform. Mr. Collier was the youngest man on the commission—he is

only thirty-two years old—but he was chosen by the Governor as the man who possessed just the qualifications needed for the place. When the Governor began to work for a new civil service he sought as a new member of the commission a man who would be satisfactory to the Civil Service Reform Association, satisfactory to the Republican State organization, cordially endorsed by the local Republican organization, and satisfactory to the Governor himself. Mr. Collier was warmly supported by the Cayuga County Republican organization, and he had the support of nearly all of the Supreme Court justices of that judicial district. Mr. Collier was one of the leading young lawyers of Auburn. He had been clerk of the Surrogate's Court, is the present referee in bankruptcy for Cayuga County, and is the author of "Collier on Bankruptcy," which lawyers have pronounced the most complete compilation and arrangement of the new law in existence. Commissioner Collier went into the commission with a lively interest in the work in hand and thoroughly in sympathy with the ideas of the Governor. He was appointed a committee to investigate the subject of examinations, and his report on the subject resulted in a number of radical changes in the old system. He recommended that lists of practical questions be prepared by the heads of the State departments that would offer a fair test of the fitness of the candidates for positions in those departments. His recommendations were adopted, and his report more than any other one factor is responsible for the present arrangement of the rules under which the new law is being administered throughout the State, with a purpose to give the reform principle the most thorough and practical test it has ever had in any commonwealth.

## Suppose!

THE political sensation of the time is found in the report that the noted Democratic leader whose wealth and influence re-nominated Grover Cleveland for the Presidency when the latter's own State delegation was against him has, as chairman of New York City's reception committee, gone to intercept Admiral Dewey and to seek to secure him as Democracy's candidate for the Presidency next year. Admiral Dewey, in an interview with the special correspondent of LESLIE'S WEEKLY, in Manila, said, not long since, that the Presidential office was not to his liking.

It may not be known, for it has not heretofore been publicly disclosed, that the admiral wrote to his brother Charles some time ago that prominent Democrats had been urging him to accept the Presidential nomination, but that he would prefer to be an admiral. This letter indicates that there may be more than rumor in the report concerning Mr. Whitney's mission. Suppose it were possible for him to succeed? Suppose the Democratic national convention should nominate Dewey? Suppose the national Republican convention should endorse him, and, for the first time in the history of this country, the people should unite in the unanimous selection of a President? Such a thing, of course, is incongruous and apparently impossible. But the business interests of the country, which are so much disturbed by each recurring Presidential election, would shed no tears if we were destined to escape that unpleasant and disturbing complication next year.

Is it possible that the shrewd, long-headed Whitney has some such thought in mind, realizing that with Dewey the Democratic cause would not be hopeless? Was the same thought in Henry Watterson's mind when he hoisted the Dewey flag on a patriotic and non-political platform some months ago?

After Horace Greeley's nomination by the Democracy in 1872 anything is possible!

## The Plain Truth.

WE confess to no degree of interest whatever in the new and revised Schley-Sampson controversy. It seems to us that the points at issue are largely technical, and whichever way decided, would not materially affect either the private character or the official standing of either of the commanders. Even if some errors were committed, as charged, in the course of the memorable battle of July 3d, the general results achieved in that conflict were great and glorious enough to throw an error forever into obscurity. This aftermath of disputes and bickerings over the conduct of our war chiefs in the field of action is painful.

Dewey is a wonder. He can talk as well as fight. His first speech on his homeward journey was made at Colombo, Ceylon, when he was presented with a silver casket and an address by the Planters' Association and the chamber of commerce. The British cheer that greeted Admiral Dewey when he landed at Colombo was in his mind when he said: "That cheer raised on the jetty when I landed went to the hearts of all of us. We are 14,000 miles from home, but that cheer will be heard in America, although the way it has touched me I shall never be able to fully express. The two nations were never so closely allied by mutual sympathy and appreciation as now." Our artist, who endeavors, in this issue, to illustrate this striking scene, showing America's great and only admiral complimenting his British friends and thus cementing the Anglo-American alliance, pictures an event of world-wide interest.

A more apt, graceful, and happy rhetorical figure we have not seen in many a day than an allusion to the explosion of the *Maine*, made by Captain J. W. Vrooman in his recent speech before a body of Oneida County soldiers. "The flag of the United States of America was blown up at the same time," he said, "but thanks be to God, it did not stay blown up. It came down, and everywhere. One star of that flag landed on Porto Rico, where it will remain forever to give more light to the inhabitants there. Several stars of that flag landed on Cuba's soil to give new light and larger liberty there. Another star of that flag seemed to be almost lost, but was finally found on the far-away island of Guam, doing a little lighting business there. And we are told that a number of stars of that flag dropped all over the Philippines to give clearer light and broader freedom there. Then, too, as if to illumine the entire Pacific, some of the stars of that flag seemed to rebound from Spanish soil and finally dropped on that garden-spot—the Sandwich Islands—to shed more lustre and greater glory there." These are beautiful words, and true as they are beautiful.



## PEOPLE TALKED ABOUT

—An American woman who has made a distinct impression upon society in Paris and London is Mrs. John W. Mackay, wife of the wealthy California miner, whose home is now in New York. Three of the finest miniatures which have been painted in England during the past years are those of Mrs. Mackay and of Lady Naylor-Leyland and Lady Sophie Scott. Mrs. Mackay, who has jet-black hair and dark eyes, is enveloped simply in black tulle, and wears no jewels in the miniature, although she possesses some of the finest and costliest gems in the



MRS. MACKAY'S LATEST MINIATURE.

world. Miss Amalia Küssner is the painter of the interesting miniatures, and is now at work on one of Lily, Duchess of Marlborough. The most successful miniature which she ever painted was that of the young Duchess of Marlborough, *née* Consuelo Vanderbilt.

—An actor who is called "The Irving of Japan" is Ichikwa Danjuro, and it is said that his income exceeds that of the



ICHIKWA DANJURO.

sort, and their patrons are almost exclusively of the middle and lower classes, who attend in multitudes. Last spring, at Osaka, Mr. Danjuro's share of a four weeks' season amounted to \$25,000, \$10,000 of which he generously expended in presents to friends and friendly tea-houses.

—When they are not interrupted by the thrill of war Samoan girls occupy long hours in preparing their dresses, scanty as



SAMOAN LADYLIKE ACCOMPLISHMENTS.

which has secreted the shell dies its light tenement is washed out from its coral protection and cast up on the beach. Here it promptly becomes the habitation of the tiny hermit crab. When a Samoan girl wants shells for a necklace she strikes the beach with a stout stick. The curious crabs are attracted in every direction and come hurrying along, bringing their shells on their backs. The crabs are easily pulled out of the shells and thrown away. The broad ribbon which one of the girls is crimping is the inner bark of a shrub found in all the islands and known as the *ti*. These strips of bark are used in the natural state, and also dyed with the primary colors; their principal employment is in making kilts for dancing-girls. The other girl is making a wreath such as each is wearing. This is made from the flowers of the hibiscus, one of which her companion is wearing in her hair. The flowers of the hibiscus are about the size of the garden mallow, which they much resemble, and are either brilliant red or creamy yellow with a dark brown centre. The flowers are pulled to pieces and the petals wound about a spindle-shaped bunch of hibiscus-bark with the fleshy

stem projecting uppermost. Some of these petals may be seen in the girl's lap, ready to be twisted into the wreath which she has half finished. The fleshy stalks of the petals form the central row of projecting ornaments seen in the head-dresses of the girls.

—One of the smallest, youngest, and most popular officers of the "Dandy Dozen"—the Twelfth Regiment of New York Volunteer Infantry—is



A "LESLIE'S WEEKLY" SOLDIER.

Lieutenant Thomas J. Coloe, who but lately returned from Cuba with his regiment. Before the war broke out Lieutenant Coloe, then employed by *LESLIE'S WEEKLY*, was a member of the Twelfth Regiment, National Guard, State of New York. By hard work he had gained the rank of sergeant within three years after his enlistment. When the President issued the call for volunteers the Twelfth was the first regiment in New York to respond. The regiment was mustered into service on May 13th, and four days later was ordered to Camp Thomas, Chickamauga, and then to Lexington, Kentucky, where, in September, Sergeant Coloe was appointed first sergeant of his company. His efficient labors came to the notice of Colonel Leonard, who appointed him a second lieutenant in less than two months thereafter. Lieutenant Coloe kept up his good record as a hard worker, and on the arrival of the regiment in Cuba he carried out many details with credit to himself and his regiment. His company was one of the four from the Twelfth New York that were sent to garrison Cardenas. Lieutenant Coloe was detailed as provost-marshal, and on being relieved by the Tenth United States Infantry, was highly complimented by Lieutenant-Colonel James Parker, his commanding officer, for the manner in which the provost-guard was handled. Lieutenant Coloe has the distinction of being the only volunteer from the offices of *LESLIE'S WEEKLY* who returned with an officer's commission.

—So many Americans are possessed of the mania for running about Europe, to the utter exclusion of any thought of ever seeing even a fraction of their own country, that there is a degree of satisfaction in finding a couple owning to an earnest, honest desire to know more of the land of Uncle Samuel. The attention their unique project has attracted may be admitted to be well deserved. Mrs. Abbie Scates Ames and her son, John Livingston Wright, spent a summer in driving with one horse and a buggy 1,400 miles, or from Illinois to Boston, in which city they now reside. They covered portions of northern Indiana, southern Michigan, northern Ohio, central New York, southern Vermont, and New Hampshire. That a woman of delicate and



A MUCH-TRAVELED COUPLE.

refined personality, rather than the Amazonian type—and such Mrs. Ames is—should determine upon such an undertaking solely for the purpose of studying the agricultural and industrial conditions of the country, is certainly something unusual. That they should manage the driving of their horse with such care that she was not sick or lame, though averaging, through heat and rain, from twenty-six to thirty miles as regularly as the days came around, is, also, a trifle surprising. Both mother and son were of literary training, and the design of their expedition was life in the open air under varying conditions, and a wish to see the people. Mr. Wright was formerly a Chicago newspaper reporter, and has done considerable magazine writing, especially upon industrial subjects. Mrs. Ames, formerly a Boston school-teacher and writer of short stories, has for some years been interested in a business way in Iowa lands. They took life on this trip with a good-nature and patience that enabled them to richly appreciate the many comical, lugubrious, and instructive experiences through which they passed. Since completing their venture they have been appealed to with all sorts of letters and inquiries. The summary of their conclusions derived is that they reached Boston with a greatly increased confidence in the commercial future of the middle West.

—Refreshing as the shadow of a rock in a desert land is the action of Mrs. Eunice Haine, of Chicago, in insisting that the total amount of her personal property, valued at \$1,563,000, shall go upon the tax-rolls of Cook County, Illinois, because, she

says, the tax law is equitable, and it is the duty of rich and poor alike to comply with its provisions. Such an example as this generally followed by our men and women of large wealth would soon draw the last tooth from the argument of those who cry out against the existing social order and what they are disposed to consider as the unjust distribution of public burdens. Tax-dodgers everywhere must be ashamed of themselves when they read what this true woman did.

—Lady Terence Blackwood was Miss Flora Davis, of New York, the daughter of Mr. John Davis, of 12 Washington



"A DRESDEN CHINA BEAUTY."

Square North. She was for a number of years the hostess of her father's house, on account of the death of her mother, and she learned the dignified manners and accomplishments of an entertainer very early in her life, and is well fitted to hold the position as her husband's wife in London. Lord Terence Blackwood is the son of the Marquis of Dufferin and Ava, and he was married to Miss Davis in Paris, at the American church, in 1893. Lady Blackwood has never returned to her native land since her marriage. Lord Blackwood has recently been appointed to a diplomatic position at Stockholm, and Lady Blackwood is now making preparations to take up her abode in the north. She was always called a Dresden china beauty, and her blond loveliness will be greatly admired by the Swedes.

—A certain editorial writer of the anti-expansion school, in searching recently for something new to grumble about in connection with our



LIEUTENANT O'KEEFE, A PHOTOGRAPHER OF THE FILIPINO WAR.

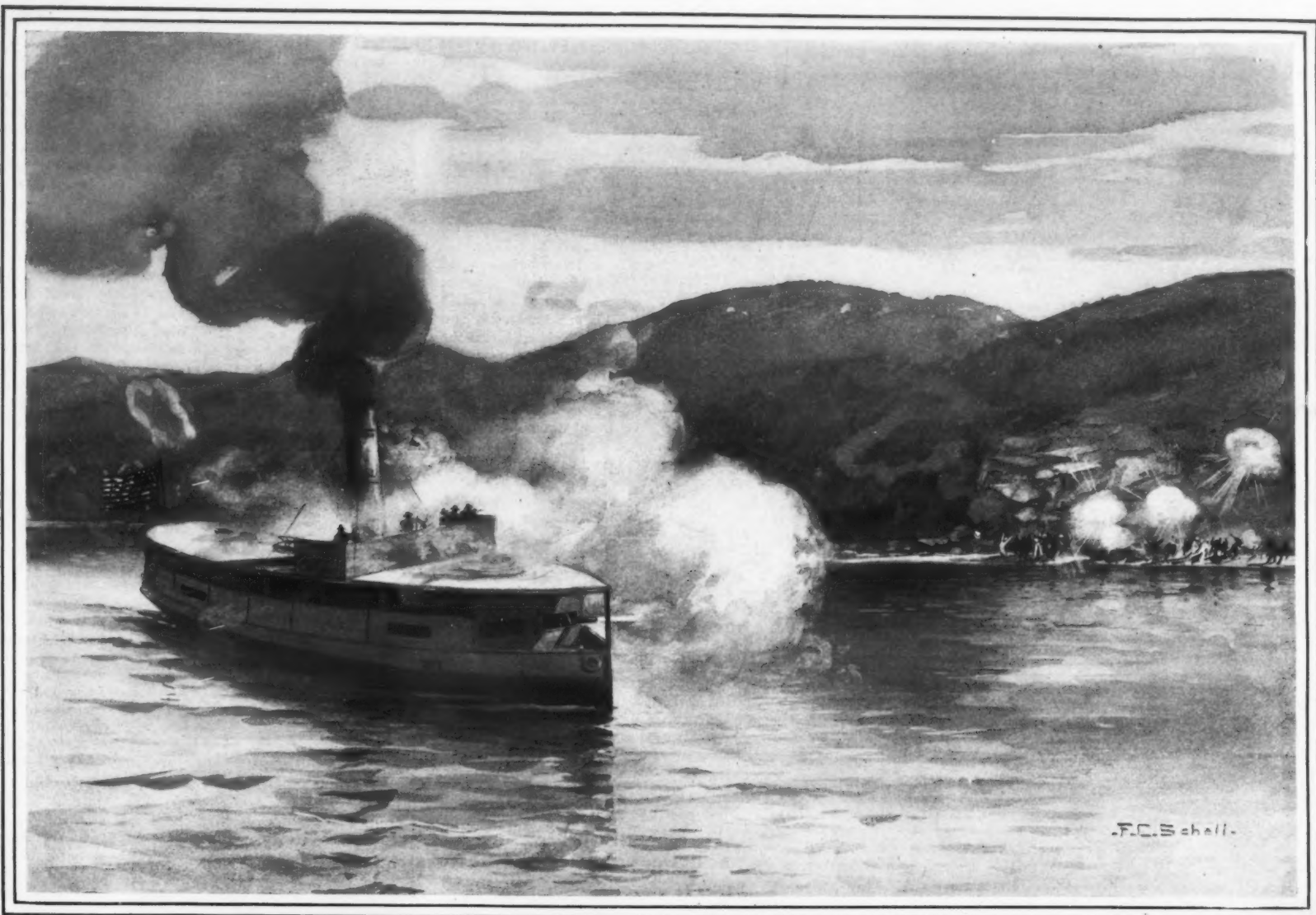
war with Spain, had his fling at the photographers who accompanied our army and navy to the scene of action. They were evidently carried along, he said, in order that our admirals and generals might be caught in their most heroic attitudes for the benefit of future generations. The number who would agree with this petty insinuation are few, while it is certain that the vast majority of the American people recognize the exceeding interest and value of the service performed by the camera during the engagements and operations of our fighters on land and sea during the past year. The photographer has, in fact, become such a valuable and necessary adjunct in military operations that he is given official status in the army. Mr. C. F. O'Keefe, whose picture is here given, is the official photographer of the Eighth Army Corps and a member of the First Colorado Infantry, United States Volunteers, an organization which has been conspicuous for its gallantry and efficiency in the Philippine campaign. Mr. O'Keefe's home is at Leadville, and he ranks as a leading member of his profession in the West. His photographs of the stirring scenes of war in the Philippines in *LESLIE'S WEEKLY* have attracted much attention.

—Little Miss Louise Grau, the daughter of Maurice Grau, manager of the Metropolitan Opera Company, is a most charming and accomplished girl. She travels with her father wherever he goes. She spends her time principally in New York and London, and during the summer months is usually at some large European watering-place, where her distinguished father goes to rest. Last summer the Graus had a villa at Versailles, and Mr. George Gould and his family were close by. Naturally, Miss Grau is very musical, and she not only plays beautifully, but she has composed quite a good deal, and she has a sweet, rich voice. Her manners are charming, and she has that wonderful grace of bearing which comes from traveling in many lands and meeting great people. She speaks several languages, and has the ladylike accomplishments of embroidery and needlework. She also paints well. She is a prime favorite with all the great opera stars, and especially with the two de Reszké brothers, who always treat her as if she were quite grown up.



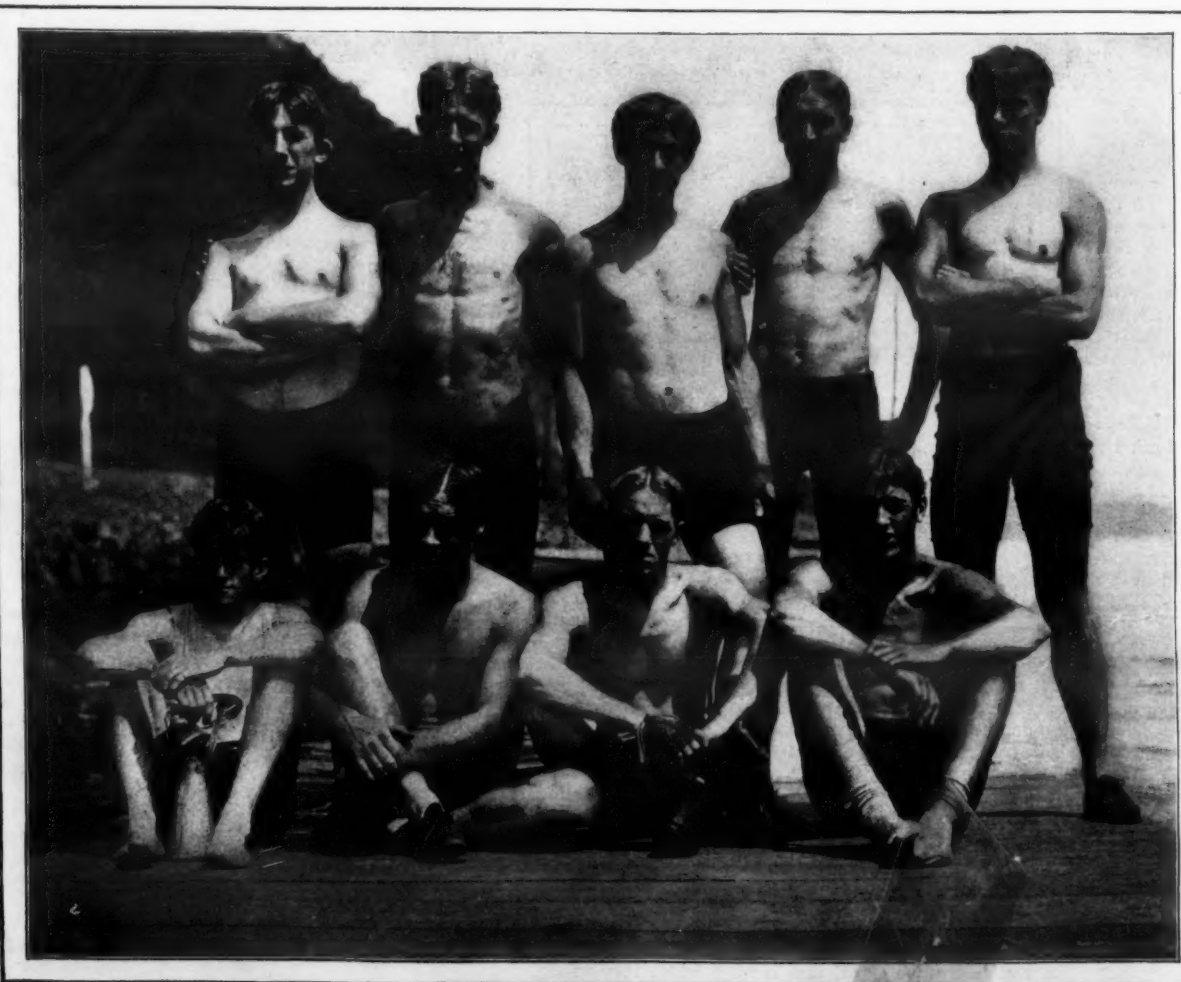
A FAVORITE OF OPERA-SINGERS.





## SLAUGHTER OF THE FILIPINOS.

CAPTAIN FRANKLIN, OF THE GUN-BOAT "NAPIDAN," RECENTLY OPENED FIRE UPON THE FILIPINOS WHO WERE ENDEAVORING TO SURPRISE GENERAL WHEATON'S FORCES NEAR TAGUIG—SIXTY FILIPINOS WERE KILLED AND HUNDREDS WOUNDED IN A FEW MOMENTS.



## THE STURDY PENNSYLVANIANS.

WINNERS OF THE UNIVERSITY BOAT-RACE AT POUGHKEEPSIE.

### Surprise in the University Race.

PENNSYLVANIA WINS—HOW THE WISCONSIN CREW WON GLORY AT POUGHKEEPSIE AND PUT THEIR RIVALS ON THEIR METTLE.

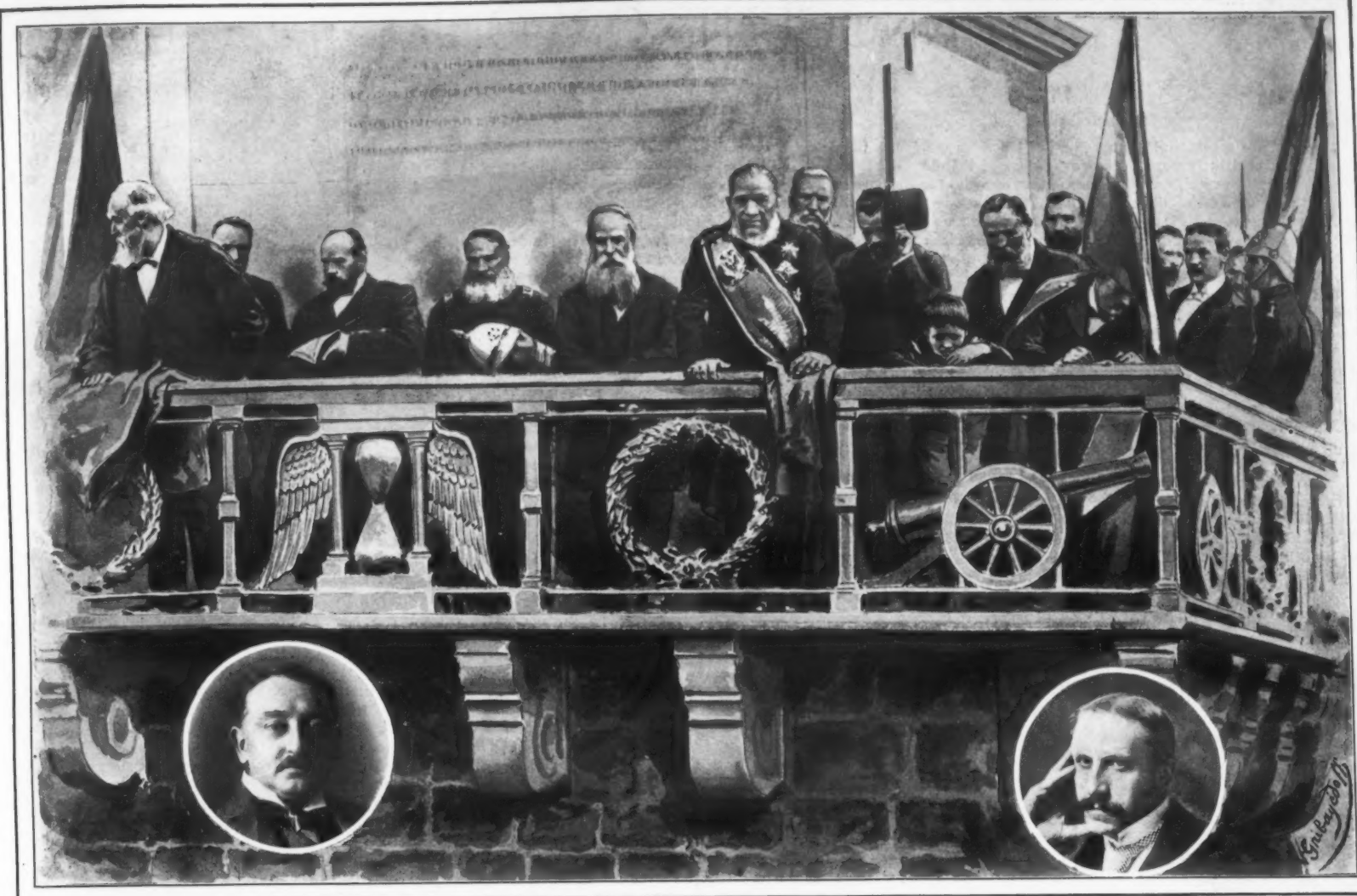
At the recent Poughkeepsie regatta of 1890, the sensation was provided by eight husky youths carrying with them the breeze of the West and incidentally the banner of the University of Wisconsin. They came into Poughkeepsie in the rear of their rivals, and every one on and around the banks of the Hudson smiled at their presumption in venturing to pit themselves against Columbia and Cornell.

"They're big enough and strong enough, and pull a fair stroke, but they've no class." This was the substance of the verdict passed by every aquatic expert who had witnessed their work. At the moment of the firing of the gun for the start of the great race the Wisconsin men were without supporters. Of all the thousands of men and women crowding the banks of the Hudson scarcely half a dozen thought of them. The cheering, the cries, the songs of the men, the eyes, the smiles of the women were all for Columbia and Cornell, save for a small, select minority devoted to the fortunes of the Pennsylvanians.

And then with the firing of the second gun, that told of the end of the race, Wisconsin, the despised, the forgotten, had furnished the best struggle ever seen on any water.

It does not detract from the admirable work of the Pennsylvania men, the actual winners, to say that the Wisconsin crew believes that it was deprived by accident of a gallant victory. From the start of the race until the last half mile they led their rivals over the rough water, and then, when triumph seemed assured, the mishap which caused their coxswain, Dillon, to steer out of his course crippled their efforts and enabled Pennsylvania, in the last 200 yards, to draw up and snatch the race by a scant half-length. Far away in the rear trailed Cornell and Columbia, but both made a plucky fight.





The Hon. Cecil Rhodes, "the Napoleon of South Africa."

Sir Alfred Milner, K.C.B., the British High Commissioner of South Africa.

PRESIDENT KRUGER, OF THE TRANSVAAL REPUBLIC, ADDRESSING THE PEOPLE OF JOHANNESBURG, THE CAPITAL.

### On the Verge of War!

THE SERIOUS DIFFICULTY IN SOUTH AFRICA THAT MENACES THE PEACE OF ENGLAND AND INVOLVES THE FATE OF A REPUBLIC.

To such an extent have the troubles in the East absorbed our attention that little notice is being taken of the growing war-cloud in South Africa. Yet, at any moment may the news be flashed over the cable that England has sent an ultimatum to the government of the Transvaal on some matter connected with the treatment of British subjects residing at Johannesburg, and, as we all know from the past that President "Oom Paul" Kruger is not the kind of man to allow himself to be coerced by threats and menaces, the outcome of such an event can only mean war. There are signs enough that the day is not far off when the "jingo" element in English politics will assert itself and force the country into a struggle, with the two-fold object of wiping out the humiliation of Majuba Hill and of annexing the rich gold-fields of the Rand to her Majesty's dominions.

Cecil Rhodes, who has been called "the Napoleon of South Africa," made no bones of the matter while on the witness-stand during the Parliamentary inquiry. He made no attempt to disguise the intentions and desires of himself and his friends, the stock-jobbers and promoters who organized the celebrated Jameson raid. The British commander-in-chief, Lord Wolseley, of Tel-el-Kebir, was also delightfully outspoken on the subject, publicly giving it as his opinion that 20,000 English troops would suffice to "clean out" the Transvaal. Talk is proverbially cheap, and in this case would perhaps not mean very much if there were not further indications of a serious purpose on the part of her Majesty's government. For the past few weeks arrangements have been in progress for the transportation of large bodies of red coats and Hindu soldiers to the South African veldt, and ships have been quietly sent to Cape Town from this country, filled with breadstuffs for the provisioning of the British troops. By the time these lines appear in print, England's army in Cape Colony and Natal may have attained formidable proportions, not to mention the volunteer corps raised from the local English population.

Thus it is not unreasonable to predict an early trial of strength between the soldiers of her Majesty and the sturdy burghers of Dutch-Huguenot stock, a struggle that will probably decide for all time the destinies of South Africa. England's success will mean a realization of Cecil Rhodes's dream, namely, the union of the South African States as an integral part of the great British Imperial federation, while England's defeat will lead to the formation of the United States of South Africa, with the native Dutch population as the ruling element. This is an issue well worth fighting for, some think.

Boer and Briton have faced each other, arms in hand, on more than one occasion in the past. As far back as 1848 they met at Boomplaats, in Natal. Then superior numbers and superior generalship won the day for England, and the poor Boer, beaten but not disheartened, abandoned his home and started on his great trek or journey across the River Vaal, there to found the present South African republic. In course of time the Britain followed him up to his new abode, and by a tortuous diplomacy deprived him of his political independence. This was in 1876. Four years later the old spirit of the burghers showed itself in the now memorable rebellion, in which six thousand of their fighting men succeeded in mastering the English army of

over eight thousand regulars who were occupying the annexed territory. The Boers performed prodigies of valor during this short campaign, which culminated on February 27th, 1881, in the storming of a commanding elevation known as Amajuba or Majuba Hill. The English force of about seven hundred men, with several field-pieces, had gained its summit by stealth during the preceding night, and, in view of the strength of their position, they thought themselves safe from attack. When the Boer leaders realized the gravity of the situation they at first decided to retreat, but finally one hundred and fifty veterans came forward and volunteered to recapture the heights. This feat they accomplished within two hours, with the loss of but a baker's dozen, while killing ninety-three of the enemy, including the general in command.

No wonder the anniversary of this brilliant achievement is celebrated to the present day throughout the republic as a national festival! The Briton's third tussle with the Boer is of too recent date to require more than a mere mention. Dr. Jameson's brave and headstrong followers learned to their sorrow that the Dutchman's skill with his trusted rifle and his coolness and bravery under fire are the same to-day as was the case of old. The bold adventurers who embarked in that foolhardy enterprise at the behest of the stock-jobbing interests in London and Johannesburg were no match for the sturdy, liberty-loving, though perhaps narrow-minded Puritans, who, like Oliver Cromwell, believed in "living in the fear of the Lord, but keeping your powder dry." The next and final struggle be-

tween the English and the Transvaalers will probably differ in its character from the preceding ones, and it is to this feature of the question that I would particularly draw the reader's attention. Whereas in the past the fighting partook something of the nature of bushwhacking, the Boers, as a rule, contenting themselves with peppering away at "Tommy Atkins" from behind rocks and bowlders, the coming campaign will be conducted by both sides to some extent in accordance with the principles of modern warfare. The conditions have been entirely changed by the Jameson raid and the consequent realization by the Boers of the threatening danger at their doors. Fourteen months ago there was no standing army in the Transvaal, no ordnance outside of the battery of Krupp guns stationed at Pretoria, and known as the *Staats Artillery*; there were no fortifications beyond a few ramshackle redoubts commanding the approaches to the capital, and a corps of 10,000 troops, foot, horse, and artillery, might have marched clean through the country without any really serious resistance. How different things are to-day! With due respect to General Wolseley, the opinion of a distinguished German army officer, a recent visitor to South Africa, may be quoted to the effect that the Transvaal is now in a position to hold its own against an invading force of over 50,000 trained soldiers.

The fact is, that ever since Dr. Jameson's dash into their territory the Boers have been directing all their efforts to strengthening their position, in anticipation of the coming war with England. They have been literally working like beavers to render themselves secure against attack, and every penny of the surplus from the revenue derived from the mine owners of the Rand has been employed in the construction of modern fortifications around Pretoria and Johannesburg. The former town is so well protected that its investment by a hostile army would rank in the world's history alongside with the siege of Troy, of Yorktown, of Sebastopol, or of Vicksburg. The guns are of Krupp manufacture, and were imported from Germany via the Portuguese settlement of Lourenço Marquez, on Delagoa Bay, along with thousands of tons of other war material. Over the same route several thousands of Germans and Dutchmen have immigrated into the republic, a large proportion of them military veterans, and these have found employment in the infantry and artillery branches of the new Transvaal army. A Rotterdam newspaper which receives "inside" advices from South Africa estimates the number of foreigners now enrolled in the Transvaal at 12,000 men. To this must be added the actual garrison of Pretoria, 1,000, and the Boer field force, comprising every able-bodied man in the republic from fifteen years to seventy—about 15,000 fighters. In case of an English invasion these figures would swell considerably by reason of the accession of Dutch volunteers from Cape Colony and Natal, not to mention the entire arms-bearing population of the Orange Free State, which, by a solemn treaty of alliance, is bound to help her sister republic in the hour of need.

Thus we see that a South African war, when once begun, is liable to assume unwonted proportions, and since so large a number of American engineers are employed in the Rand, the reader will doubtless be interested in the following forecast of military events from the pen of the German officer referred to above. The invasion of the Transvaal and the Orange Free State, according to him, will be undertaken from three different points, namely, first, from New Castle in Natal, following the route taken by General Colley in 1881; second, from Pitsani in

(Continued on page 31.)



PRESIDENT KRUGER, OFTEN CALLED "OOM PAUL," THE HEAD OF THE TRANSVAAL DUTCH REPUBLIC.



# "INNOCENT OR GUILTY?"

THE REMARKABLE CASE OF MRS. MAYBRICK, THE ALLEGED AMERICAN MURDERESS, WHOSE RELEASE FROM AN ENGLISH PRISON IS PERSISTENTLY SOUGHT.

In the sunset of a beautiful August day, just ten years ago, a slight, small, cold little woman stood at the bar of the old criminal court in Liverpool, receiving her sentence of death for murder by poison. And of all the throng that filled the court in that supreme moment, their eyes fixed upon her as, her hands resting lightly on the dock rail, she faced the judge in the black cap, she alone was in complete command of herself. Not a muscle in the colorless dead wall of her face moved. The blond hair, neatly combed, and frilled with severe accuracy, never stirred. The light eyebrows never twitched as the words of the sentence dooming her to death by the rope fell upon her ear. An additional compression of the thin lips with their uncomfortable tightness at the corners, a colder glint than usual in the hardest eyes ever seen in man or woman, and that was all. And as the voice of the judge ceased she turned and, with something of the smooth, soft, lithe grace of a panther, flitted down the steps of the dock to the cells below.

The woman was Florence Elizabeth Maybrick, who from that time has been more or less an object of a certain morbid, sympathetic interest to a large part of the public in England and America. The alleged victim was her husband, James Maybrick.

The agitation that followed the conviction of Mrs. Maybrick, the review of the case by the then home secretary, Henry Matthews, the commutation of the sentence of death to penal servitude for life, and the subsequent repeated attempts to secure her release, are well within the memory of the reading public. With all possible respect to the enterprise of the New York newspapers which furnished cabled reports of the proceedings at the trial, it may be said that the vast majority of the general American public is ignorant of the vital points in the Maybrick case, or of the character of the evidence which led to her conviction by the Liverpool jury.

As to the justice of the verdict or of the punishment decreed by the home secretary, there are many varied opinions. The objectors are consolidated into three parties. The first party, composed of the hysterical shriekers, led by Gail Hamilton, argue that Mrs. Maybrick should not have been convicted, because she was an American, and that her detention in an English prison is an international outrage and a flaunt in the face of the American nation. This proposition is simply an insult to the common sense of the plain people of this country, and may be dismissed with the comment that its only effect so far has been to aggravate the stiff-neckedness of British officialism, and place almost insuperable obstacles in the way of Mrs. Maybrick's release.



MRS. MAYBRICK.

The second party, led by the Baroness de Roque, Mrs. Maybrick's mother, and Alexander McDougall, an English barrister, declare that Mrs. Maybrick was absolutely innocent of the crime for which she has suffered, and is the martyred heroine of a wicked conspiracy against her life and liberty on the part of the Maybrick family. But the majority of those who were associated with the trial, or who closely followed the evidence in the case, reach this conclusion:

1. That James Maybrick did not die from the administration of arsenic, but that the gastro-enteritis from which he suffered was induced by natural causes.
2. That the evidence nevertheless clearly proved beyond the possibility of doubt the purchase and systematic administration of arsenic by the prisoner to the deceased with intent to kill.
3. That there was ample testimony to show that Maybrick himself had for years, preceding and subsequent to his marriage, been an arsenic-eater; that Mrs. Maybrick was aware of this fact, and relied upon it to protect her in the event of accusation.
4. That Maybrick, by long usage, had become saturated with the poison, and was arsenic-proof.
5. That in deciding that Mrs. Maybrick had been guilty of attempted murder, the home secretary arrived at the only true solution of the mystery.
6. That if Mrs. Maybrick was not guilty of the actual murder of her husband she was legally entitled to acquittal.
7. That, inasmuch as she was never tried for attempted murder, and as that charge formed no part of the indictment on which she was arraigned, she should not be punished for attempted murder, and is, in fact, illegally detained.

In view of the powerful effort for her release now made by Ambassador Choate and by Lord Russell, of Killowen, who defended her at her trial, it may be as well to submit, for the benefit of the readers of *LESLIE'S WEEKLY*, a brief summary of the evidence submitted by prosecution and defense at her trial.

The beginning of the chain is found at Battlecrease House, one of the series of villa residences built in and around Garston, a suburb of Liverpool, beloved of the merchant, the flash stock-broker, the professional man, and the wealthy shop-keeper. It was the March of 1889. The Maybricks had met on an Atlantic liner bound from New York to Liverpool. They had been eight years married. Those eight years told the story of a haggard weariness and peevish discontent, of a ceaseless dragging at the chain that held them together. The husband, with his heavy head and his heavy jaw, held fast by the domestic law, sacred in all English households, that the wife is the obedient, blind, unquestioning slave of her husband, and proceeded to put his theory into practical effect. There is evidence that he maintained at least one establishment of the kind not sanctioned by the usages of society. He drank heavily, and at such times his moods were sullen, fierce, and brutal. In sobriety he was the kind of creature most despised of women—a hypochondriac.



JUSTICE STEPHEN.

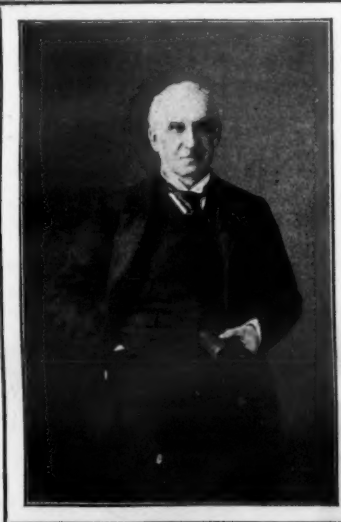
On a woman of the temperament of Florence Maybrick, born in our own South, bred among the men of the South, with whom woman is an idol, loving the sunshine as butterflies love it, all these conditions could produce but one effect. The dull indifference with which her narrowed life had begun had given place to dull, steady hatred. She turned helplessly for consolation. In the eighth year of her marriage it was ready to her hand in the person of Alfred Brierley, a wealthy young cotton-spinner, and a business associate of her husband.

It was on the morning of March 16th, 1889, that Mrs. Maybrick wrote in an assumed name to Flatman's Hotel, Henrietta Street, Cavendish Square, London, engaging two rooms for "her sister, Mrs. Maybrick, of Manchester." The ostensible reason of her visit to London lay in the sickness of a friend, a Mrs. Baillie. The fact that Mr. Maybrick's brother Thomas, with whom he had held no communication in many years, lived in Manchester covered the second part of the deception. It was afterward proved in identification by the proprietor and the waiter that for four days she lived with Brierley at the hotel. And on the morning of March 28th she reappeared at her home in Garston.

Strolling along the lawn in front of the grand-stand on the Aintree race-course were a man and woman at whom the throng, representative of the fashion and grace of North Lancashire, gazed with the sneer, the shrug, understood of society. The man was Brierley; the woman who hung upon his arm, looking up at him with all her heart in her eyes, was Florence Maybrick. And in the same moment there approached a second man whom everybody in the reserved part of the inclosure recognized. It was her husband, his face yellow with the rage that consumed him. Then, in the presence of the men and women around them, he told her what she was, and struck her full in the face with his fist. She staggered back and turned to Brierley as if for protection. He was gone. Those who watched her then tell how she stood there, calm and quiet and still, with her lips parted in an evil smile, watching her husband as he strode away.

The design of poisoning her husband would appear to have taken root in her mind at the beginning of March, when she had begun to make mysterious references to a certain white powder which she declared her husband was in the habit of taking, and of which she had dread. She had spoken to Dr. Hopper, the family physician, on this subject, and begged him to remonstrate with her husband. But Mr. Maybrick, taxed by the doctor, made a vociferous denial.

All through the month of April Maybrick suffered more or less from slight chronic dyspepsia and indigestion. Dr. Fuller, one of the half-dozen physicians whom he consulted at different times, gave him a prescription in which arsenic had no part. In the afternoon of May 24th Mrs. Maybrick called at the drug-store kept by Thomas Nokes, in the Aigburth Road, Liverpool, and bought some fly-papers that contained arsenic "for



LORD CHARLES RUSSELL.

mice." Alice Yapp, the children's nurse, and Bessie Brierley, a housemaid, noticing some cloths carefully folded over a soup-dish, lifted them and found the fly-papers soaking in water. It may be noted that Battlecrease House had always been free of mice or other vermin.

Three days later Mr. Maybrick attended the races at Wirral. The day was cold and stormy. On his return home, late at night, he complained of a chill, a numbness and an oppression at the stomach. This he ascribed to a bad dinner eaten at the race-track restaurant. That night he took to his bed, and remained there, suffering from gastric trouble, until the morning of Wednesday, May 1st, when he recovered sufficiently to return to business. On that day, and the two days that followed, he carried his luncheon to his office. Barry's Revalenta Food was prepared by the wife, placed in the jar by her, and tied up. It was not eaten by Mr. Maybrick, who complained that the mere taste of the food made him bilious. Traces of arsenic were afterward found in the jar. The luncheon of the following day was prepared by his wife. This consisted of beef-essence, which was to be heated over a patent gas-stove that Mr. Maybrick kept in his office. Arsenic was afterward found in the remain of the beef-essence.

Following the drinking of the beef-tea Mr. Maybrick suffered a relapse, and returned to his home, complaining of nausea and a general sensation of weakness. Only the exercise of his iron will enabled him to struggle out of his room on the next day, Friday, May 3d. This is the day on which, according to the theory of the physicians, he received the fatal dose.

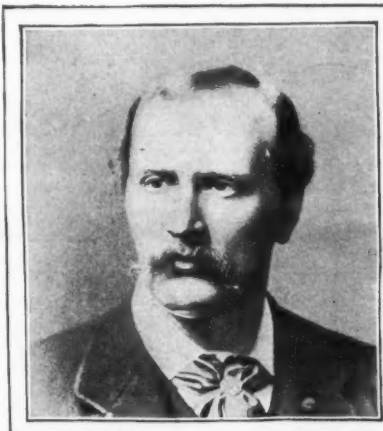
Arrowroot was prepared and sent to his office. The jar containing the arrowroot was filled by Mrs. Maybrick, tied up by her, and by her delivered into the hands of the messenger. And, as before, Mr. Maybrick warmed the food in a small enamel saucepan held over the gas-burner, and turned it into a pitcher. On the rim of that pitcher, and again on the glaze of the saucepan, traces of arsenic were afterward discovered. Within two hours after the consumption of the food Mr. Maybrick became violently ill, displaying all the symptoms of acute gastro-enteritis induced by an irritant poison, and was taken home to the bed from which he never afterward arose.

It was not until the night of Saturday, May 4th, that Dr. John Humphreys was called in at Mrs. Maybrick's direction. By that time Mr. Maybrick's illness had reached an acute stage. The only reason that Mrs. Maybrick had ever assigned for the delay in summoning medical assistance was that her husband objected to physicians. Through the four days and nights that followed, the wife was at the bedside of her husband. All food and all medicine that was administered to him passed through her hands. Up to the night of Wednesday, May 8th, no suspicion that the gastro-enteritis from which Mr. Maybrick suffered had been produced by any other than natural causes appears to have entered the minds of the physicians.

The one little touch of the woman in Mrs. Maybrick, the yearning that prompted her to turn to the man for whom she had sacrificed herself, was her undoing. But for the letter to Brierley, written by her and intrusted for postage to the hands of Alice Yapp, it is probable that this woman would never have been brought to trial. Alice Yapp swore that she put the letter in the hands of Mrs. Maybrick's baby, and that the baby dropped the letter, which fell into the mud; that she opened the letter with the intention of putting it into a fresh envelope, that the sight of the first line caused her to read the rest, to take it back to the house and put it in the hands of Edwin Maybrick. It must be said that up to this time not one word had been said by the physician as to the duration of Maybrick's illness or to indicate the approach of death. Assuredly the doctors did not apprehend a fatal result. Yet these were the words of the communication which aroused all Liverpool and the North in a frenzy of prejudice against her:

DEAREST—I did not expect to hear from you so soon. Since my return I have been nursing day and night. He is sick unto death. The doctors held consultation yesterday, and now all depends upon how long his strength will hold out. I cannot answer your letter fully to-day, my darling, but relieve your mind of all fear of discovery now and in the future. He has been delirious since Saturday, and I know that he is perfectly ignorant even of the name of the street. In fact, he believes my statement, although he will not admit it. You must feel that those two letters of mine were written under circumstances which must excuse their injustice in your eyes. At any rate, don't leave England until I have seen you again. Yours ever, FLORENCE.

From the moment of the discovery of this letter her fate was sealed. Dr. Carter, an eminent physician of Liverpool, had been called into consultation by Dr. Humphreys. The letter was submitted to the physicians by Michael Maybrick, the well-known musical composer. And the doctors, awakened at last, began to treat their patient for arsenic poisoning. Mrs. Maybrick was removed from her position as nurse and mistress of the household, and in her place three nurses from the Women's Institute were put in charge.



MR. MAYBRICK.



The wife was now the object of suspicion and horror of the entire household. But it remained for the night that followed to furnish the most striking circumstance of all.

Mrs. Gore, the night nurse watching the sick man, saw Mrs. Maybrick come into the room. On the washstand by the side of the bed was a bottle of Valentine's meat-juice, which had been part of the diet prescribed by the physicians. The bottle at that time had not been touched by any one save Nurse Gore. Mrs. Maybrick took the bottle from the stand, walked into an inner room with it, came back after a few minutes, and, stealthily drawing the bottle from behind her dress, slipped it into its place on the washstand and left the room. Mrs. Gore took possession of the bottle and gave it to Dr. Humphreys. In the subsequent analysis of the food a half-grain of arsenic was found.

But no human effort could now save the victim, and he slowly sank to his death.

It is scarcely necessary to go deeply into the details of the events that followed his death. As every one had supposed, the autopsy revealed the presence of arsenic in certain organs, notably the liver and the kidneys. Only half a grain in all was found, but on the hypothesis laid down by Professor Fowler in the Tawell case, this very fact would indicate that a large quantity had been taken. Arsenic was found in various parts of the house—in the cooking utensils, in the medicines and medicine-bottles handled by Mrs. Maybrick during the period of her charge, in a handkerchief from which her husband had sucked cracked ice, administered by her; and, lastly, in the pockets of her dressing-gown. The trial mainly resolved itself into a battle of experts and counsel. The individuality of the prisoner was lost. She had become the silent spectator of a skillful game played out between counsel, with her life as the stake. Dr. Humphreys, Dr. Carter, and Professor Stevenson declared that the deceased had died from arsenic poisoning, and based their views on the main symptoms—principally on the bright red or rosy blush of the intestines. In direct contradiction came two of the first pathological authorities of the world, in the persons of Professor H. E. Tidy and Professor McNamara, to declare that the four main characteristics of arsenic poisoning were absent, namely: suffusion of the eyes, pains in the calves of the legs, irritability of eyelids, and the intolerance of light. Sir James Poole, former mayor of Liverpool, together with several witnesses gathered from both sides of the Atlantic, were called to prove the constant use of arsenic by Maybrick.

The balance of expert testimony was clearly in favor of Mrs. Maybrick, and the element of reasonable doubt had been raised. Yet in the way of the prisoner to freedom—grim, immovable, insurmountable—stood the incident of the Valentine's meat-juice, baffling the skill even of the mighty Russell.

It remained for Mrs. Maybrick herself, against advice, against warning, to finally turn the balance against herself by her attempt, in a statement read to the jury, to explain away this damning evidence.

"I admit that I put the powder in the meat-juice. My husband begged me to do so, and in a weak moment I yielded."

This was the substance of her reply. Give a jury the choice between a plain fact on the surface and an explanation under the surface, and they will invariably choose the fact in preference to the explanation. Is it surprising that this jury followed the safe rule, and after only two hours' deliberation delivered the verdict that condemned her?

Thus is the Maybrick case simply and fairly stated by one whose fortune it was to play an unimportant part in the trial. The home secretary chose to afford Mrs. Maybrick the benefit of the doubt arising from the conflict of expert testimony, and, in trying and convicting her of an offense for which she had never been indicted, to arrogate to himself the powers of a jury. On a basis of simple law, the position of the British government is indefensible.

SAQUI SMITH.

## A "Tea Saloon."

A NEW RESORT IN THE NEW YORK TENEMENT REGION.

AN experiment in altruism of a very practical sort is shown in our illustration. Christian philanthropy and temperance



TEMPTING INEBRIATES WITH TEA.

propagandism are here combined in about equal proportions. The words "Tea Saloon" traced on the windows might mislead the wayfarer along Allen Street, New York, unless he should first see the larger words of the sign above, "U. S. Church Army." This means that the tea saloon is really an outpost on the fighting-line of this branch of the church militant, established about two years ago under Protestant Episcopal auspices.

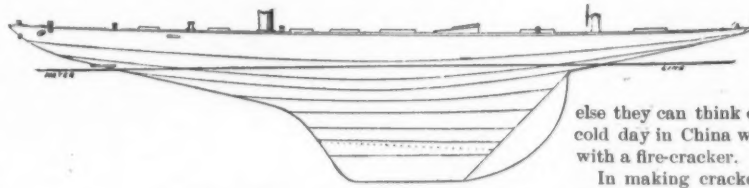
The Allen Street Tea Saloon is in the very heart of the New

York tenement district, and in a region notorious for its haunts of vice and shame. It was opened on June 9th. It is the plan of General Henry Hadley and his associates of the church army to establish resorts of a similar character all through darkest New York, where the people of these regions may find all the legitimate attractions of the liquor saloons, minus only their evils and temptations. Among these attractions will be refreshments, both liquid and solid, at a nominal cost, innocent games, a reading-room, and free egress at all hours of the day and night. By these means it is hoped that erring feet may be led into the ways of sobriety and rectitude. It is an experiment, on the whole, for which every lover of his kind must wish the highest possible success.

## The "Columbia" as She Is.

THE *Columbia*, freighted with American hopes for success in the coming international races, has now been launched in full view of a large gathering of people, and there can be no further doubt as to her model and dimensions. LESLIE'S WEEKLY intentionally refrained from publishing any guess-work as to her peculiarities in the time in which she was being secretly constructed, but when the doors of the Herreshoff building-house were thrown open and the great bronze beauty exposed to view, at the launching, we gave the first photographs that were taken of the cup-defender.

Even those who kept themselves best informed as to the boat that was about to appear have confessed that they were not prepared for the promise of extreme speed which the model now makes. It was feared by the best experts, whose business it was



THE "COLUMBIA" AS SHE IS.

to discover the facts about the secreted boat, that she had not been cut away enough in her underbody to be sufficiently like the latest productions in the smaller classes to be called a thoroughly up-to-date racer. By some it was doubted that she would beat the *Defender* that won from *Valkyrie III* in 1895, but now it is known for certain that she belongs to an advanced type of fin-keel racer, with a floor much flatter and shallower than was hoped. This, after all, was Herreshoff's sole chance of winning, as it is certain that the *Shamrock* will contain Fife's best ideas in the way of speed modeling.

It is not widely known that Fife already holds the two international yacht-racing cups that rank next in importance to the America's Cup. These are the Coupe de France, won from the French by the Fife-designed *Gloria* last year, and the Canada's cup won by the yacht *Canada* from the Chicago Americans on the Great Lakes; so it will be seen that the new defender has to meet the work of the most successful of foreign designers, who is certain to send over a boat possessing every new development known in the yacht-racing field. It is therefore impossible to too greatly emphasize the fact that the underbody of the *Columbia* has been so refined in the modeling that there is every hope that she will not be exceeded in this respect by the challenging craft. Everything hangs on this, for the canvas areas on both boats will probably be much the same in their thousands and hundreds of square feet, and the sails of both yachts are almost sure to sit equally well, so that the old question of greater or less ease in driving a boat through the water once more presents itself in all its usual importance. It is true that some of the great races for the America's Cup were won by superior handling, and it is certain that in some respects the *Valkyrie II* was a better boat than the *Vigilant*, and that she lost at least one race through the use of inferior methods in the setting of sails; but there can now be no reason to expect any inferiority in the skipper which will handle the *Shamrock*, and the news that the *Columbia* is at last discovered to be an out-and-out thoroughbred holds much reason for congratulation.

On the same water-line length the *Columbia* is seven feet longer than the *Defender* in over-all length when she tapes at 131 feet. Her width at the water-line is twenty-four feet two inches, which is two feet two inches more beam at this point than in the *Defender*. Her draught of water is apparently about six or eight inches deeper than the older boat, and she carries at least five tons more lead on her keel. She is built a stronger boat all round, and if she wins it will not be necessary to hold her on this side of the ocean for fear she would go to pieces, as has been the case with the *Defender*, and she can go abroad with safety to seek further honors

in the racing of the Mediterranean and at Cowes. As a whole, she is a boat to be proud of, and she is produced with a model that shows much gain in sail-carrying power, ease of movement, and general stability, as compared with the victor of *Valkyrie III*. Allowing for all the gains made through the further experience of the last four years, it may be said that she now seems to be the hardest boat to beat that an English challenger has ever had to face.

The outline drawing here given of the *Columbia* has been carefully prepared by Boston experts who have personally seen the yacht, and it may be accepted as correct.

## The Noisy Little Fire-crackers.

HOW THEY ARE MADE AND WHERE THEY ARE USED—WHOLE CHINESE FAMILIES, BABIES AND ALL, HELP TO MANUFACTURE THEM.

So far as the manufacture and use of fire-crackers are concerned, all the world seems to be divided into two parts—China and the United States. The Chinese make the crackers, and we attend to the other end of the business. They do the work and we have the fun, mostly. No other nation, outside of China itself, seems to have waked up yet to the possibilities of joy and bloodshed that lie in these little red-coated terrors from the Celestial Kingdom. According to a recent report from Consul-General Goodnow, of Shanghai, out of 26,705,733 pounds of fire-crackers exported from China during 1897, over 20,000,000 pounds came to the United States. A small quantity went to England. Other countries took only infinitesimal amounts. The value of our patriotism thus exported in the concrete was over \$1,000,000 in gold as valued in China. How much more money was involved in it by the time it got down to the small boy and its final destiny, deponent saith not.

But the Chinese do not ship all their fun to this country. They love the fire-crackers themselves almost as much as they do their ancestors, and they keep the major part of them for home consumption. Chinese boys have been frightening their sisters and cats, and blowing themselves up with fire-crackers for the past fifteen or twenty thousand years. It is said that in the beginning they were used to frighten away evil spirits. Now the Chinese use them to celebrate weddings, births, funerals, New Year's, and about everything else they can think of to relieve the monotony of life. It is a cold day in China when some one doesn't express his feelings with a fire-cracker.

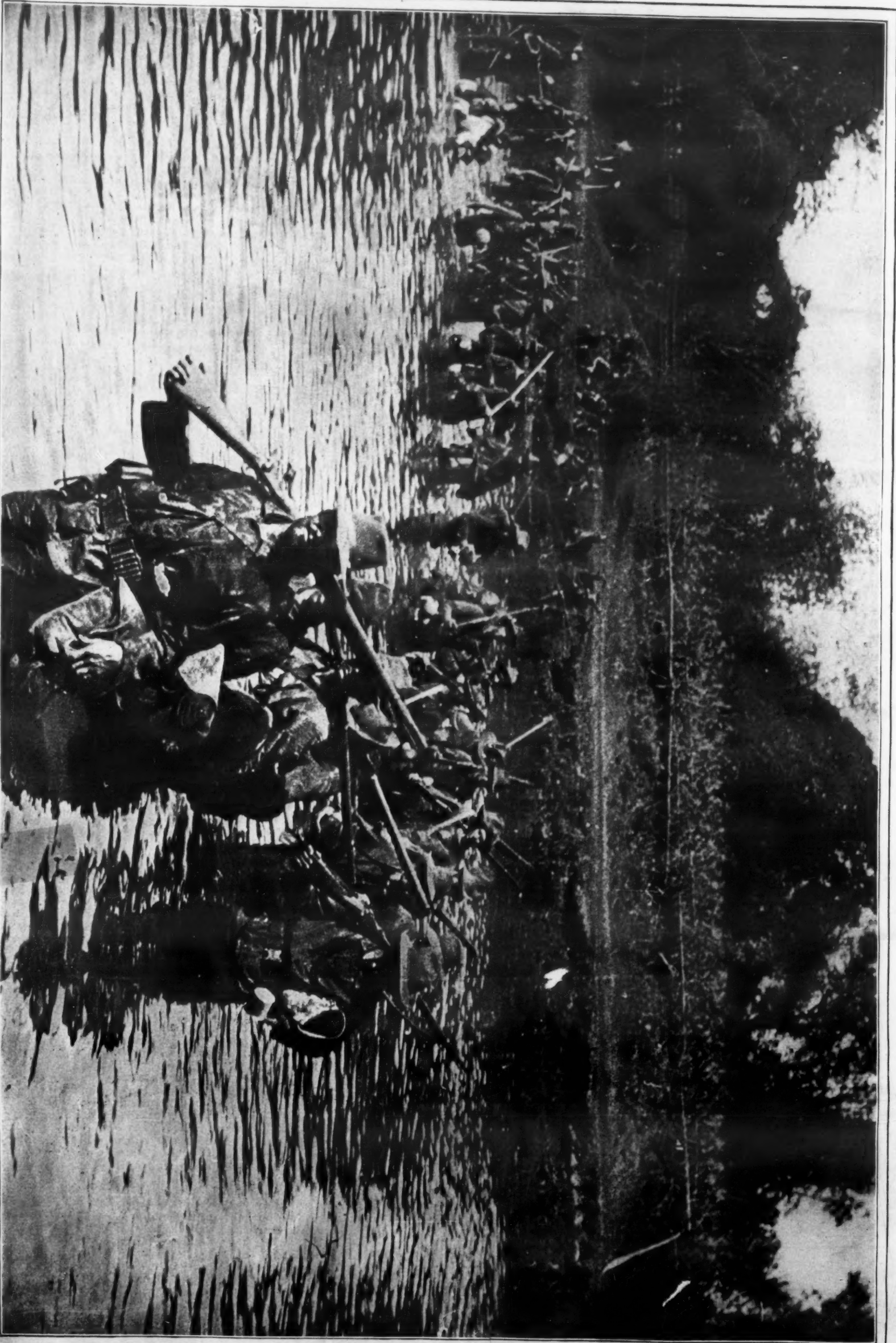
In making crackers only the cheapest kind of straw-paper which can be produced in the immediate locality where the crackers are made is used for the body of the cracker. A little finer paper is used for the wrapper. A piece of straw-paper nine by thirty inches will make twenty-one crackers one and one-half inches long and one-fourth of an inch in diameter. The powder is also of the cheapest grade, and is made in the locality where used. It costs 1.50 to 1.75 per catty, or six to seven cents gold per pound. For the fuse, a paper (called "leather" in Shanghai) is used, which is imported from Japan, and is made from the inner lining of the bamboo. In other places a fine rice-paper is used, generally stiffened slightly with buckwheat-flour paste, which, the Chinese say, adds to its inflammability. A strip of this paper one-third of an inch wide by fourteen inches (a Chinese foot) long is laid on the table, and a very little powder put down the middle of it with a hollow bamboo stick. A quick twist of the paper makes the fuse ready for use. It is not easy to persuade the Chinese to exhibit their modes of manufacture to a foreigner; but Mr. Williams, vice-consul at Shanghai, thus describes the work as he has seen it:

The straw paper is first rolled by hand around an iron rod, which varies in size according to the size of cracker to be made. To complete the rolling, a rude machine is used. This consists of two uprights supporting an axis, from which is suspended by two arms a heavy piece of wood, slightly convex on the lower side. There is just room between this swinging block and the top of the table to place the cracker. As each layer of paper is put on by hand, the cracker is placed on the table and the suspended weight is drawn over the roll, thus tightening it until no more can be passed under the weight. For the smallest "whip" crackers the workman uses for compression, instead of this machine, a heavy piece of wood, fitted with a handle like that of a carpenter's plane. In filling crackers, two hundred to three hundred are tied together tightly in a bunch. Red clay is spread over the end of the bunch and forced into the end of each cracker with a punch. While the clay is being tamped in, a little water is sprayed on it, which makes it pack closer. The powder is poured in at the other end of the cracker. With the aid of an awl the edge of the paper is turned in at the upper end of the cracker, and the fuse is inserted through this.

Consul Goodnow describes a variety of cracker in use over there, but not here, which would fill an American boy with transports of delight—and possibly of powder, too. It has two chambers separated by a plug of clay, through which runs a connecting fuse. There is also a fuse extending from the powder in the lower chamber through the side of the cracker. When the cracker is to be fired it is set on end and fire set to the fuse. The powder exploding in the chamber throws the cracker high in the air, where the second charge is exploded by fire from the fuse extending through the plug between the two chambers. In the manufacture of these the clay is first tamped in with a punch to form the separating plug. The lower chamber is then loaded with powder and closed by turning over the paper at the end. The upper chamber is loaded and closed with clay. A hole is punched in the side of the lower chamber with an awl, and the fuse inserted through this opening.

Considering the distance they come and all things connected with the trade, fire-crackers with us are remarkably cheap. Whatever the American small boy may think about it, this cheapness is hardly an unmixed blessing. It makes an American citizen almost ashamed of himself when he learns of the hours of labor and miserable wages paid the fire-cracker-makers. The hours of labor are from six A. M. to eleven P. M., and there are seven working-days in each week. Of the paid work, a very large proportion is done by women and children who are paid by the piece. It is estimated that thirty women and ten men can make 100,000 crackers per day, for which work the women receive five cents each and the men about seven cents each. An apprentice is bound for four years, and during that time receives only his board. At the end of that period he will receive, if he is a fairly good workman, 150 "cash" per day, or seven cents in United States money. An expert at the trade receives 200 "cash" per day, or ten cents gold. But the worst of it is that the pay is not only meagre, but the business is unhealthy and dangerous to a high degree. The fumes of the powder and other things used in the make-up of the cracker bring on dread diseases which soon end the careers of the poor creatures engaged in the work.

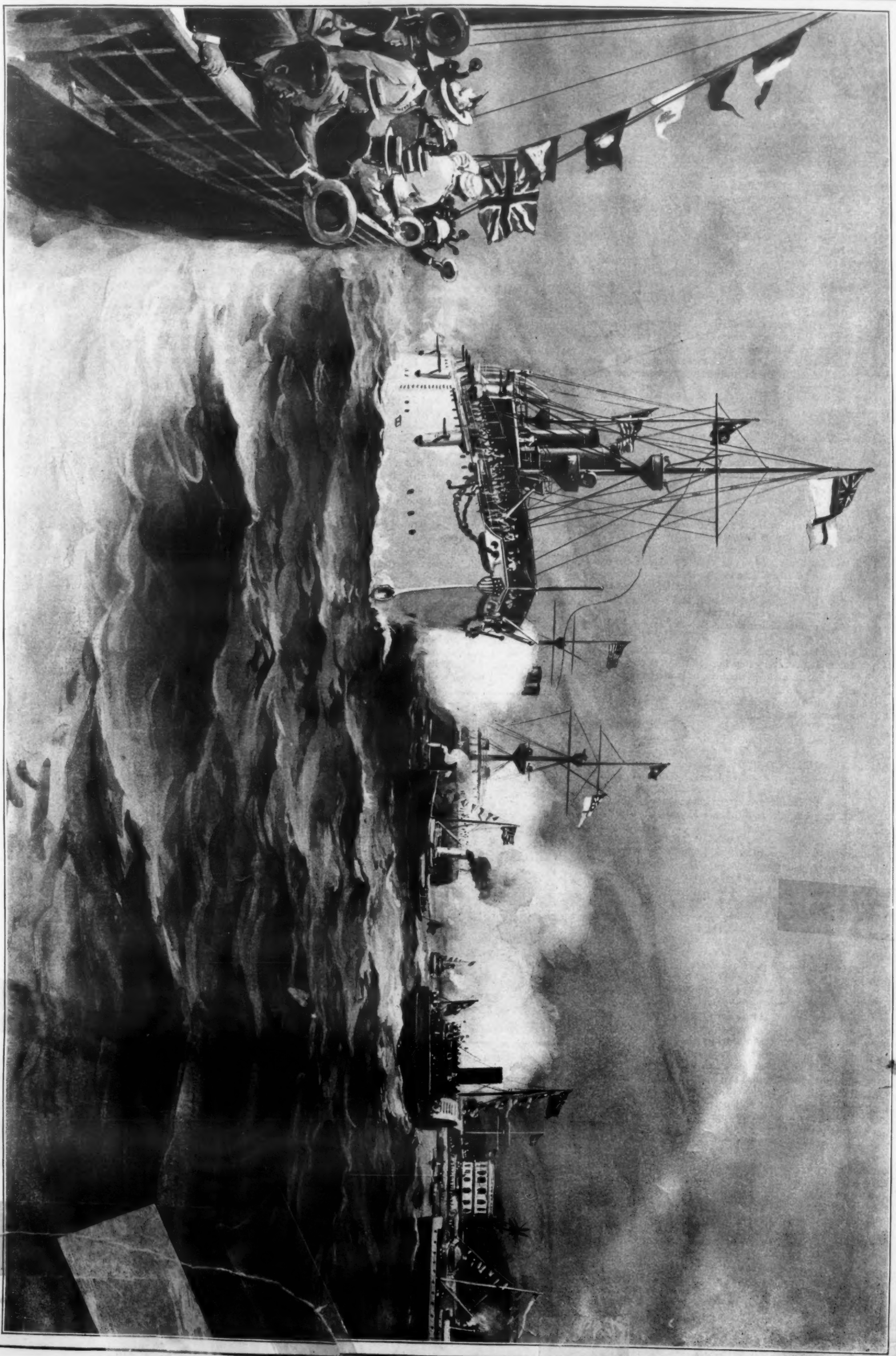




**NOTHING STOPS UNCLE SAM'S BRAVE SOLDIER BOYS.**

THE MINNESOTA VOLUNTEERS WADING THE RIVER, APRIL 15TH, DURING THE BATTLE OF SANTA MARIA, NEAR MANILA.





THE CHEER TO DEWEY THAT ECHOED ROUND THE WORLD.

ADMIRAL DEWEY'S ARRIVAL AT COLOMBO.—THE PORTS AND SHIPS SALUTED, AND THE POPULACE ON THE JETTY CHEERED THE BRAVE ADMIRAL TO THE ECHO, WHEN HE LANDED TO PAY HIS RESPECTS TO THE GOVERNOR AND WAS RECEIVED BY A GUARD OF HONOR.



## The Fall of Calumpit.

HOW UNCLE SAM'S SPLENDID SOLDIERS, UNDER THE MOST TRYING CIRCUMSTANCES, SCATTERED THE FORTIFIED FILIPINO HOSTS.

(Special Correspondence of Leslie's Weekly.)

MANILA, PHILIPPINE ISLANDS, April 29th, 1899.—For three weeks after the capture of Malolos, the capital of Aguinaldo's fleeing "government," operations to the north of the city were practically suspended. Scouting parties were sent out; there were reconnaissances; frequent brushes between outposts took place, but no general movement against the insurgents was made. One Sunday morning all this was changed. General MacArthur's division was ready to take to the field from Malolos and vicinity. Where the enemy was well known; the formidable nature of their intrenchments at Calumpit, the next town above Malolos, was thoroughly understood, and, well equipped with supplies, ammunition, and information, all was in readiness for the move.

First of all, Major Bell and two troops of the First Cavalry went up the road to Quingua on a reconnaissance. They found the enemy; found them in ambush, too, at a range of 200 yards, and at the first discharge nine of the cavalymen fell. It was soon necessary to retreat. At the first news from Bell, General Hale's brigade was hurried out along the Quingua road. No more ideal road to march over can be imagined. It is smooth, hard, level, and beautifully shaded. This last is a great desideratum in marching in the tropics. General Hale's brigade was soon in position, firing at twelve hundred yards' range at the intrenchments behind which the enemy had retreated. It was hot work for that beautiful Sunday morning. The insurgents, who have steadily improved in their infantry fire ever since the 4th of February, were now firing coolly but swiftly, and so low as to just skim the ground with their bullets. There was a comparative absence, too, of the old-fashioned Remingtons; nearly all of these insurgents were shooting with Mausers. For some time the firing continued briskly, with several casualties on both sides. It was too hot an affair as it stood. For once the insurgents had decidedly the best of the thing. General Hale could not advance without losing altogether more men than the good people of the United States would be willing to hear about. Then the Utah Light Artillery came up, and the section of the Sixth Artillery commanded by Lieutenant Fleming. Major Young opened the ball without an instant's delay. At the time the infantry fire on both sides was terrific. A dozen—perhaps a dozen and a half—of shells were dropped squarely among the insurgents. The firing farthest from us grew lighter; soon it stopped altogether. The Americans moved forward, and Quingua was quickly ours. But Colonel Stotsenburg and one lieutenant of the Nebraskas were dead, as well as several enlisted men. There were wounded enough on our side to keep the ambulances busy for some time.

Hale's brigade continued to advance by a roundabout direction to Calumpit. At every step insurgents were encountered. They were numerous and determined, but it was not until Tuesday morning that the slowly retreating Filipinos began to get a clear idea of what the American commander had in his mind. Word was received by General MacArthur that Hale was where he was wanted. By three o'clock Tuesday morning Malolos was astir, with troops marching in every direction. These belonged to General Wheaton's brigade, rendezvousing at and near the railroad track. To the Third United States Artillery, which is serving out here as an infantry regiment, fell the task of guarding the big freight shed in which was stored commissary supplies priceless to the success of the movement. By daylight Wheaton's fiery brigade, and General MacArthur with them, was ready to move up along the track to the Bagbag River. All that was waited for was word from Hale that he was just where he was wanted, and the latter was having a hard time of it, fighting his way to his chosen position. The Utah Artillery went out, moving up the Quingua road. Shortly after ten o'clock word was received from Hale. Aids and orderlies went scurrying about. In a very few minutes Wheaton's brigade was on the march, moving up beside the track. At the same time the supply train started out, the engine pushing ahead of it the armored car, which, on account of the rapid-discharging possibilities of its guns, has been nicknamed the "copious car."

Two and a half miles above Malolos the first signs of the enemy were encountered. The insurgents were there for reconnaissance, however, and not in force, and very little firing drove them back to the other side of the river. Wheaton moved onward, and here came the real work of the day. Just before coming to the river was an open space, from which the insurgents had cleared even the most trifling bush. At the edge of the thick woods our troops, as soon as they moved into position, threw themselves upon their faces and began firing. It was a stiff military proposition that they were facing. Four or five hundred yards distant, on the other side of the Bagbag, a hundred yards wide, were intrenchments which, defended by real troops, could have been taken only by a vastly superior force, and then only with plenty of artillery and after many days. The trenches were several feet thick, and revetted (faced on the outside) with steel rails torn from the railway road-bed. The insurgents stationed behind them were protected by bomb-proof roofs, and had regular loop-holes to fire through. Had they been as good marksmen as our soldiers they could have fired with almost perfect safety, and could have made their position impregnable. A steel bridge crosses the Bagbag at this point. The last sixty-foot span had been cut with cold-chisels, while just beyond the span a redoubtable earth-work commanded it. Not a stroke of work could be done on repairing this bridge until the last Filipino had been driven away from the earth-work. To ford the river on a charge would amount to wholesale suicide, since the heaviest intrenchments lay along the farther bank.

This was the pickle which General Luna had prepared for our boys. It was a good one—from the Filipino standpoint. Apparently supplied with unlimited ammunition, the Filipinos opened a terrific fire the instant the Americans appeared. The fire was returned with the greatest heat, each one of our men picking out some particular loop-hole and devoting all his energies to it. As at Quingua, the insurgents had decidedly the best of

this game. Then the armored car came up, pushed almost to the very edge of the river. It was in charge of Chief Gunner Somers, United States Navy, the same who won fame on the *Oregon* at the naval fight at Santiago last summer. "That third loop-hole to the right," said Mr. Somers, sighting the six-pounder. He fired; a puff of smoke and a cloud of dust came from the third loop-hole of the Filipino works. As might have been expected, the little brown men turned their attention promptly to the armored car. They kept a hail of bullets passing over it. The steel rails which composed the armor for some three feet up from the platform of the car rang with the high-pitched "ping" of bullets. Somers went on firing, naming each shot, and always making it. It was point-blank range, and, as Somers afterward modestly said, there was no excuse for missing such easy shots. He and the man helping him were splendid targets; it was one of the marvels of the day that either lived. A hospital man, comfortably and safely ensconced on the floor, thoroughly protected by the rails, rose to take an instant's look at the enemy. A moment after his head showed above the armor he was struck through the neck by a Mauser bullet. He fell back into a correspondent's arms, tried to say something—and was dead. Still Somers went on, coolly sighting and firing.

"Piece is too hot; got to rest," he said, laconically, after a while. Picking up a Krag-Jørgensen rifle he pumped seventy-four successive shots at the enemy's loop-holes, and, as Somers laconically put it, he "learned to shoot some years ago." Finally, finding the six-pounder cool enough to resume business, he went on firing as fast as he and his helper could load. A man with a weakness for "vital" statistics declares that Somers used one hundred and eight shells. In the meantime the Colt's automatic gun, on the same car, was keeping up its ceaseless rattle and pelting of small projectiles. Over near the edge of the woods the Utah Light Artillery and Lieutenant Fleming's section of the Sixth Artillery were keeping up steady and splendid work at some three hundred yards' distance from the enemy.

It was bad enough to have this fierce attack from the front, but when General Hale's brigade moved in at the junction of the Quingua and Calumpit rivers, which form the Bagbag, the insurgents found themselves flanked, and with more to attend to than they could stand. For a little while they made a brave stand of it, then went pouring out of their intrenchments, fleeing toward Calumpit, and, of course, losing a great many more brown comrades as they fled. With a yell our boys went across the river. There was a ford, though a fairly deep one. When the guns went across, the mules buckled hard to their work, but in the middle of the stream the pieces disappeared from sight. Up they came on the other side of the river, water pouring out of their black muzzles, and with the aid of men and ropes the pieces were hauled up the steep embankment and started toward Calumpit, a mile or so away. There was more fighting, but not of a very spirited description on the part of the insurgents. Our boys had them going, and kept them going. A cloud of smoke, a burst of flame, and Calumpit was on its way to ashes, the sure sign of the insurgent withdrawal. The cheering along the lines

of khaki-clothed men was intense. The enemy had been driven out of the strongest position yet held by them, and all in a day. Dark fell with our soldiers within a few hundred yards of the Rio Grande de Pampanga, and Calumpit, with seven engines and its invaluable railroad water-tank, was in our hands.

No sooner had the insurgents left their works at the Bagbag River bank than the engineers began the work of repairing the railroad bridge. "By to-morrow morning we will have a foot-path over the bridge; by to-morrow night a road strong enough for the heavy bull-teams to pass over. In four or five days, if desired, I can have the railway trains running over the bridge." So declared the officer in charge of the work. On the farther side of the Bagbag the insurgents had torn up thousands of yards of steel rails with which to make the revetments to their works, but the American soldier can lay rails faster than any laborer on earth. We had waited three weeks for this bit of field operation. Possibly people in the United States who read about that wait wondered why General MacArthur was so slow. It is no simple task to make the proper scoutings and reconnaissances through such strongly-defended country; it is not a moment's or a day's work to get in readiness the countless supplies of all kinds needed by several thousand soldiers in such a movement. The promptness with which every move in the plan came off, the fact that our losses were comparatively light, that a hospital railway train was kept close to the firing-line, and that there was a plentitude of every kind of supply needed—all these considerations, backed by the success of the movement, show how carefully and masterfully it was planned.

It is of incalculable value to strike such blows at the insurgents. Such operations shake their "nerve," destroy their confidence in themselves, and argue for peace. Even before Colonel Argueles and Lieutenant Vernal made their futile pilgrimage to the palace, in quest of peace, it was known that the insurgent soldiers were hopelessly discouraged. Filipino soldiers who have come in and given themselves up state that their comrades are now driven into fights by means of clubs wielded by their officers. A few more such moves, as carefully planned and as well executed as that of the day at the Bagbag River, will teach our little brown rebels that it is vastly better to be good.

H. IRVING HANCOCK.

## The First Rivet of the "Ohio."

WORK PROGRESSING ON ONE OF UNCLE SAM'S GREATEST BATTLE-SHIPS.

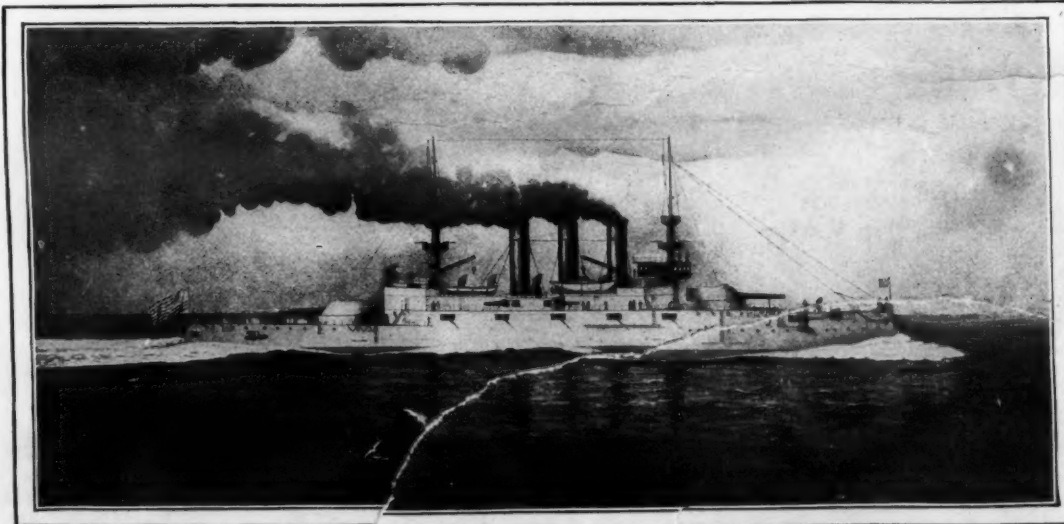
SAN FRANCISCO, June 15th, 1899.—The driving of the first rivet of the battle-ship *Ohio*, at the Union Iron Works in San Francisco, on May 19th, was an event of note. The *Ohio* is one of the largest battle-ships under construction in the United States, and her builders believe that she will in every way equal the *Oregon*, which she surpasses in size. The first rivet was driven by Captain Allen, Naval Constructor Snow, and Lieutenant Mayo, of the United States Navy, assisted by George Dickie, manager of the Union Iron Works, who "bossed the

job." The rivet was immediately "passed" by Naval Constructor Snow, who is in charge of the work, and a brass plate stating the facts in regard to it was ordered placed over its head, while the position of the important bit of metal was officially noted on the drawings, and a formal letter concerning it was sent to Washington.

The *Ohio* has a length on the water-line of 388 feet and a breadth of seventy-two feet two and a half inches, with a displacement at normal draught of 12,500 tons. She will be driven by two sets of triple-expansion engines, steam to be furnished by twelve water-tube boilers carrying a pressure of 200 pounds per square inch. The battery will consist of four thirteen-inch breech-loading rifles, fourteen six-inch rapid-fire guns, and twenty-four rapid-fire machine-guns for the secondary battery. The distribution of the battery, magazines, ammunition-hoists, coal bunkers, and other necessary accessories have been altered



DRIVING THE FIRST RIVET IN THE GREAT BATTLE-SHIP "OHIO."



THE BATTLE-SHIP "OHIO," NOW BEING CONSTRUCTED AT UNION IRON WORKS, SAN FRANCISCO.



somewhat, and improved in certain instances, the experience of the war having pointed to certain beneficial improvements.

The *Ohio* will have three stacks, with Hitchburn balanced turrets fore and aft. The rapid-fire guns are shown in the mid-ship section, which also shows the six-pounder guns on the hurricane-deck, with the other guns immediately below on the other decks, the side- and bolt-armor protecting the vessel, with its wood backing and its stiffeners, the framing, and water-tight double bottom. The water-tube boilers are of the Thornycroft type, and the coal-bunkers run alongside.

Great things are expected of the *Ohio*, and also of the *California*, which is also to be constructed by the Union Iron Works, the great and successful ship-building works of the West, which turned out the *Oregon* and brought the eyes of the world to the war-ships of the Pacific coast.

Our illustration gives a view of one of the big web plates of the interior vertical keel of the *Ohio* into which the first rivet is driven. After it is once in place, this plate and its rivet will probably never again be seen by mortal eye. In the first place, it will be inside the double bottom, where no one but an inspection officer will ever go; and, in the second place, the plate will be covered with red paint, so that the rivet-head will be out of sight, anyway. The driving of this first rivet in the new battleship was considered of sufficient importance to be recorded in an official report to the government as follows: "The first rivet of battleship No. 12, the *Ohio*, was driven at the Union Iron Works at 10:10 A. M., May 19th, 1899. The rivet was driven in the vertical keel, in the butt-strap located between frames No. 54 and 54½, and is permanently marked with a brass plate."

MABEL CLARE CRAFT.

## On the Verge of War.

(Continued from page 25.)

Bechuanaland to Zeerust and Rustenburg, which was Dr. Jameson's route; and third, from Kimberley in West Griqualand to Bloemfontein, capital of the Orange Free State. The columns following the first two routes will converge on Johannesburg, near Pretoria, with the view to capturing this town and adding to their strength by enlisting its thousands of English arms-bearing citizens. The third corps would, in the meanwhile, have an easy job investing the Orange Free State, the assumption of the writer being that its citizens will abandon the country to join the *gros* or concentrated forces of the Transvaal republic. It is doubtful whether the Boers would offer any serious resistance to a large British army attacking Johannesburg, even though they have constructed several forts on the heights commanding this turbulent city.

The real tug of war will come at Pretoria, for as soon as the invaders settle down to a systematic siege they will suddenly find themselves attacked in their rear by the field forces of the two republics. It will then grow to be a war of sudden dashes, night attacks, and considerable guerrilla fighting, occasionally varied, when the circumstances are favorable to the assailant, by bold onsets on the main body of the invader's army. The Briton will find himself between two fires; he will be pounded by the heavy ordnance of the forts on one side and peppered by the small arms of the mounted burghers in the open *veld* behind. Never was country better adapted for defensive purposes than this particular section of the Transvaal. As far as the eye can reach are stretches of undulating *veld*, or prairie land, dotted with boulders and small *sluits*, or ditches, that afford splendid cover for the riflemen. When Jameson's men invaded the Transvaal they failed to see a single enemy on their route, but from every clump of trees, from every block of stone, from every hole in the ground, a puff of smoke would give token of his presence. As soon as the position grows too hot for him the Boer mounts his horse, whom he has trained to seek cover in a lying posture, scampers some distance away, and drops into another ditch, or behind another convenient rock. Now that the Boers are supplied with smokeless powder they will prove still more formidable in this style of warfare.

Should the enemy succeed in reaching Pretoria, he will find it no easy task to keep his communications open with his base of supplies. The Boers will not only destroy all the railroads within reach, but they will give a good account of all the convoys bringing provisions to the front. And whatever else an army can dispense with, it cannot get along without nourishment; even the great Napoleon discovered that to his sorrow on a certain memorable occasion. There is plenty of food for reflection in recent events in the Transvaal. That a little community of farmers should not alone have preserved its independence in the face of almost insurmountable obstacles for half a century, but should now have assumed a dominant influ-



THE WHIPPING-POST IN DELAWARE.—Photograph by the American Mutoscope and Biograph Co.

## Moving a Large Palm-tree.

IN answer to our request that amateur photographers should submit specimens of their best work for illustration in *LESLIE'S WEEKLY*, and especially pictures of unique, original, and striking events, individuals, or situations, we have received two photographs from E. E. Pierce, of Los Angeles, California, one of which we present herewith. It shows the way in which a large date palm-tree was moved with the aid of six horses and a number of men. California always was fond of big things.

ence in the destinies of the Dark Continent, only proves the truth of King Solomon's words:

"The race is not to the swift, nor the battle to the strong."

The present difficulties have arisen immediately out of a petition addressed to the Queen of England by British subjects in the Transvaal, reciting grievances which they considered no longer tolerable and asking for the intervention of her Majesty's government in their behalf. In order to secure an amicable settlement of the differences, a conference was called at Bloemfontein on May 31st, the parties consisting of Sir Alfred Milner, the British high commissioner in Cape Colony, and President Krüger, of the Boer republic. At this conference the only question discussed was that of the franchise. It was urged by the British commissioner that the franchise be given to all naturalized aliens who had resided in the Transvaal republic five years, with retroactive effect, and that a fair amount of representation should be conceded to the new population. President Krüger's proposal was substantially that aliens resident before 1890 might naturalize and have the full franchise in two years' time; secondly, that the bulk of the Uitlanders could be naturalized in two years' time and receive the franchise five years after. In effect they would have to abandon their present nationality, and would not have the rights of nationality in the Transvaal with the other conditions attached. According to this there would be no change whatever for two years, and then only in the case of a small minority of the Uitlanders who had resided eleven years in the Transvaal.

While these proposals were subject to agreement with England, President Krüger intimated that he would refer all the differences between the Transvaal and Great Britain to the arbitration of a foreign Power. Sir Alfred Milner, however, considered the proposals altogether inadequate, and informed President Krüger that his government would not consent to the intervention of any foreign Power. This is the situation, therefore, at the present writing. Great Britain stands firm on the proposals made at the Bloemfontein conference, and will insist on compliance. President Krüger is represented as agreeable to some such arrangement, but is finding considerable difficulty in handling his own conservative elements.

V. GRIBAYÉDOFF.

## The Whipping-post Photographed.

THE revival of arguments in favor of and against the whipping-post as a punishment for certain crimes and misdemeanors has aroused a new interest in the Delaware county jail at Newcastle where the whippings occur monthly in the presence of any one who may care to look on. Sheriff Taylor, who is in charge of the Newcastle jail, and who himself inflicts the punishment, insists that it is not half so bad as it has been painted, and is altogether a just and salutary method of punishment. In order to illustrate the exact method of administering the lashes with the cat-o'-nine-tails Sheriff Taylor last week consented to reproduce a whipping-post scene for the American biograph. An old-time offender, whose back was already calloused to the lash, was induced for a money consideration to stand at the post and take the blows. It

must be understood that the laws provide that the blows should be administered with a straight arm. This in itself prevents a cruel flogging. The arm is held rigid, so that practically the only force which is applied is that gathered by the weight of the lashes as they swing through the air. Even at this, however, the whipping is no child's play, and the pictures show that although the prisoner was being paid for his whipping he is hardly enjoying it. At the top of the whipping-post, which is not shown in the accompanying pictures, is the pillory, which is another punishment common to Delaware. In the stocks here the prisoners are compelled to stand for a number of hours, subjected to the ridicule of the by-standers.

## Crossing the English Channel.

THE spirit of competition which marks the closing days of this century has also affected English and Continental railway travel, and in some cases it almost rivals in intensity our own. On the threshold of the Paris Exposition the amalgamation of the Southeastern and the London, Chatham and Dover railways, both leading to Paris, is not without interest to Americans. The shortest route from London to Paris, either by way of Folkestone-Boulogne or Dover-Calais, not only insures the greatest measure of comfort and speed, but also the shortest Channel trip, for the latter barely exceeds one and a half hours either way. Mr. Willis, the general manager of the route referred to, has freely adopted many American innovations, with the result that the railway coaches, as well as the boats, are sumptuously furnished, and provided with an excellent *cuisine*. The Dover and Calais route has two new boats, equal in speed and comfort to anything now afloat on our own Hudson. Messrs. Willis and Sire, the respective heads of these lines, who have made it possible to cross the choppy Channel with absolute safety, are entitled to every traveler's appreciation for the complete arrangements which enable American tourists to land in Paris on schedule time, and with a minimum of annoyance at the frontier.

C. FRANK DEWEY.

## Life Insurance—A Wrong.

[NOTICE.—This department is intended for the information of readers of *LESLIE'S WEEKLY*. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable.]

JUST what kind of pressure was brought to bear upon the Massachusetts Legislature to lead it to pass, over the Governor's veto, a bill to exempt certain trades-unions from the laws relative to fraternal beneficiary organizations it is difficult to understand. No trades-union or any other organization should be empowered to engage in the life-insurance business unless it is willing to subject itself to the most careful scrutiny and supervision by the State. I say this without reflecting on any trades-union. But everybody knows that in the past, until the various States enacted drastic laws for the supervision of the insurance business, wild-cat associations were organized, ostensibly to insure the lives of their members, but really to enrich a few in the management of these concerns, at the expense of their numerous dupes. Certainly the laboring men of Massachusetts could not have understood the situation, or they would have united in a protest against the passage of this measure.

"Mrs. V.," St. Louis: The Prudential is a well-managed company. "W. N. J.," Augusta, Georgia: Have you given me the name of the company correctly? It apparently does no business in this State.

"R. C.," Montreal, Canada: The company is able to fulfill its guarantees. It is solvent, and you can recover a judgment if you obtain one.

"B.," Baltimore: I think you will do well to drop your policy in the assessment association referred to. The policy in the *Aetna* is much better.

"B. J.," Chicago: I have already given, in brief, the story of the Chosen Friends. The members will have little to divide after the lawyers get through.

"Subscriber," New York: The National Life, of Vermont, is reliable. But I would not prefer it to the Mutual Life, the New York Life, or the Equitable.

"Mrs. L.," Buffalo: You can purchase an annuity from any of the great life-insurance companies, and can rest satisfied that the payments will be regularly made as stipulated.

"H.," Watertown, Massachusetts: Would have nothing to do with the order referred to or any other assessment order. The policy in the New York Life is in every way to be preferred.

"W.," Chicago, Illinois: Do not think well of it. If you want safe life insurance you must pay for it, and the cheap insurance offered by the assessment associations is dear at any price.

"H.," Bismarck, North Dakota: I certainly would drop my assessment insurance, but with no thought of continuing it in some other association. Take a policy in an old-line company and sleep well nights.

"M.," Vergennes, Vermont: I do not believe in any assessment order. (2) This is a well-organized association, but ultimately its fate will be that of all the other assessment concerns. (3) I do not think so.

"R. B. P.," Shortsville, New York: The Security Mutual, of Binghamton, is not one of the largest companies. Its total income last year was \$408,000, and it paid to its policy-holders \$221,000, and for expenses nearly \$231,000.

"R. J. L.," New York: I certainly would take out a policy of a reasonable amount in one of the best companies. You will make no mistake if you insure in the New York Life, the Mutual, the Equitable, or the Provident Savings Life.

"G.," Las Animas, Colorado: The company referred to does no business in New York State. As this is the great insurance State of the Union, I should say that the inference is not favorable to the standing of the company you mention. I certainly should prefer the Penn or the Northwestern, of Milwaukee.

"Worker," Philadelphia, Pennsylvania: At your age, \$100 a year would pay for a policy of nearly \$4,000. If your circumstances are as reported, this would be a good investment for you. A man who finds it impossible to save his money and who insists on spending all he makes will find a life-insurance policy a very good curb on his disposition.

*The Hermit.*



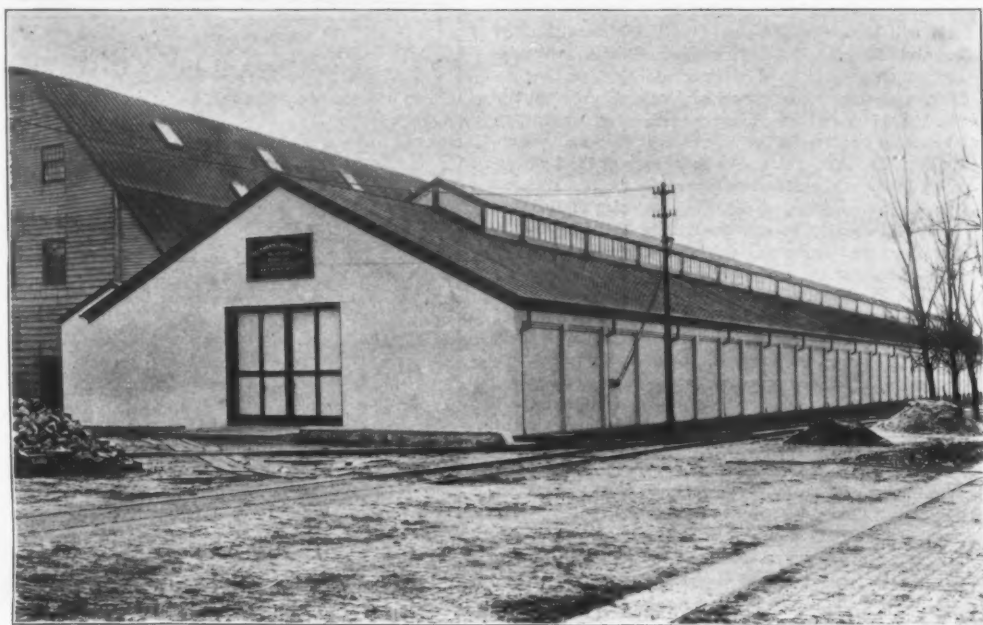
### The Navy's Great Testing Tank.

THE SINGULAR BUILDING IN WHICH MODELS OF UNCLE SAM'S GREAT WAR-VESSELS ARE TO BE EXPERIMENTED WITH.

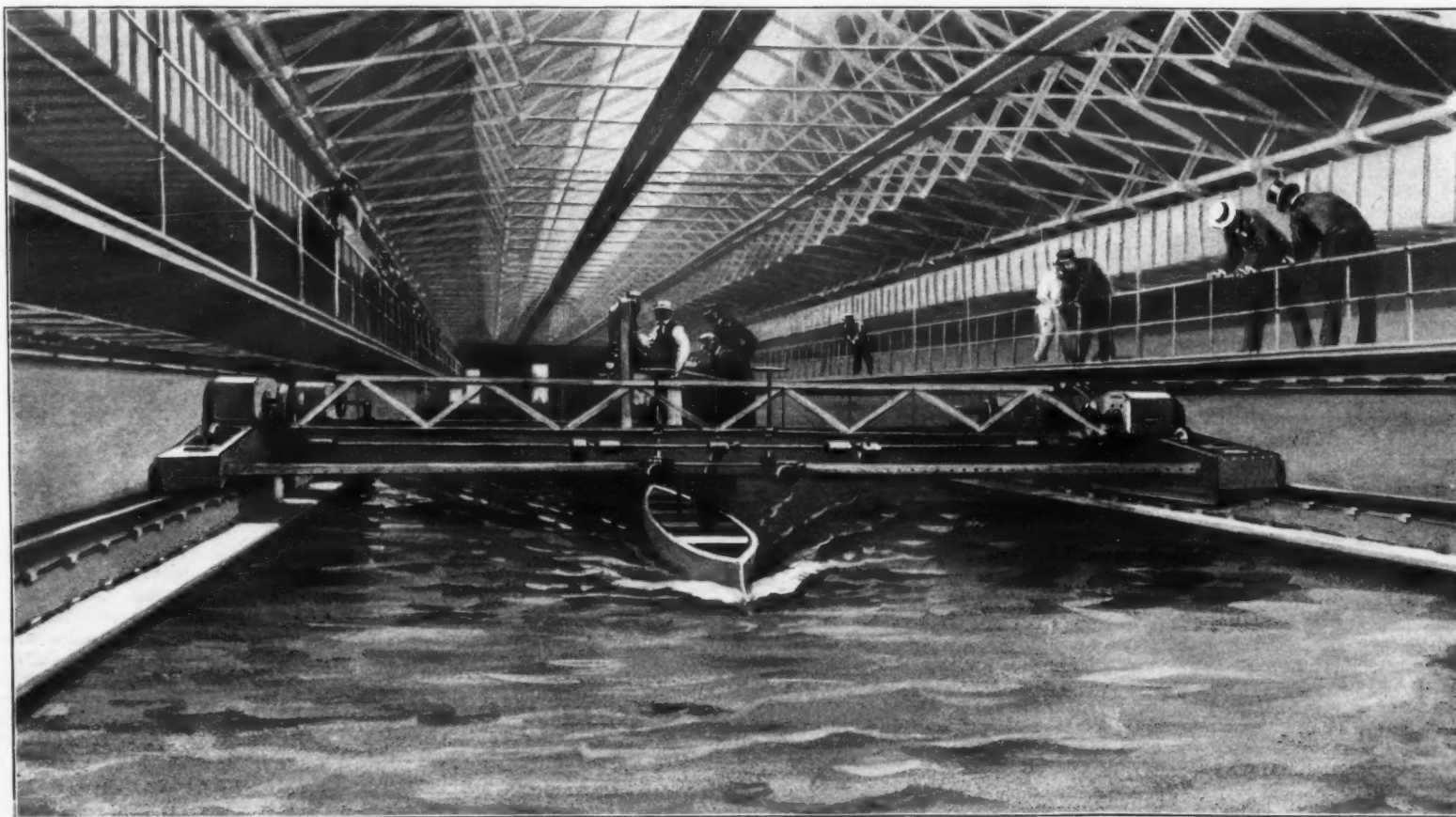
A REPRESENTATIVE of LESLIE'S WEEKLY in Washington, D. C., visited the great navy yard there to inspect the singular building recently constructed over the tank or basin in which are to be towed through the water the miniature models of projected battle-ships. It is a gigantic structure, 500 feet long and fifty feet wide, with a crystal roof sixty feet above the basin, and its exterior of shimmering white gives it some resemblance to the buildings of the Columbian Exposition. It is a generation since the first experimental tank was built in England, but it was found so fruitful in suggestions and demonstrations for the benefit of the navy that Russia and France shortly followed suit. Americans will be glad to know that this tank, just completed and about to be inaugurated, is the largest ever built, and that the equipments and devices are much more elaborate and complete than ever before installed anywhere. Our double-page illustrations in this issue will be noted with great interest.

The interior of this building is novel in its details. The tank is a few feet narrower than the building, and some fifty feet shorter, ranging in depth from five to twenty feet. Immediately above it, stretching across its entire width, is a vast steel traveling crane or carriage, supported upon wheels which run on a single rail at each side of the building the whole length of the tank. This traveler will draw the model boats, and is capable of a speed of twenty miles an hour, or can be slowed down to a speed of only 500 feet an hour. It is propelled by electricity, and is under minute and accurate control of the engineer, who stands above the motor.

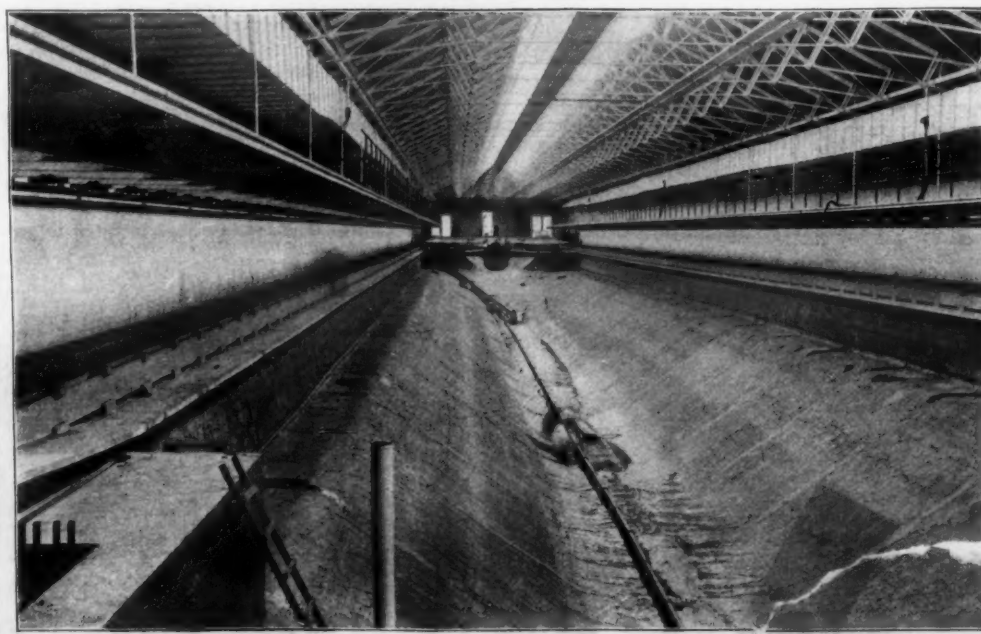
On the platform at one end of the tank are two models of



EXTERIOR VIEW OF THE NEW EXPERIMENTAL MODEL TANK AT THE WASHINGTON NAVY YARD.



INTERIOR OF THE MODEL-TANK BUILDING—TESTING THE MODEL OF A PROPOSED NEW WAR-SHIP.



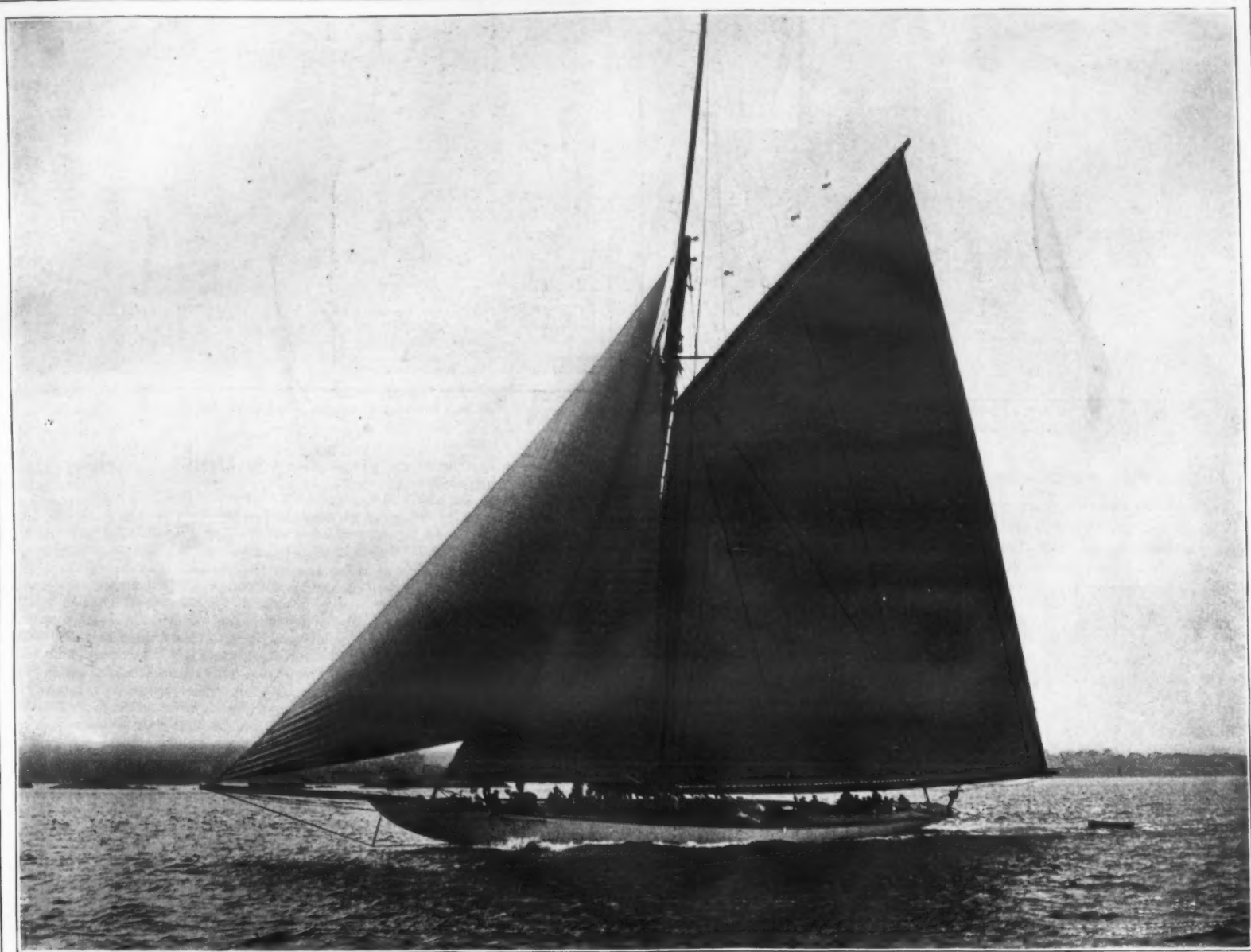
INTERIOR VIEW OF THE EXPERIMENTAL MODEL-TANK BEFORE THE WATER WAS LET IN.

future ships awaiting a test of their form and frictional resistance. They bear little resemblance to the midget toy models on exhibition in the corridors of the Navy Department, for instead of being four or five feet long like them, these are twelve to twenty feet long, or on a scale of one inch to a foot. They are constructed in the finest style of the cabinet-maker's art, of matched cedar, highly varnished, to insure a speedy passage through the water. (In foreign tanks boats are made of paraffine.) During the test these boats are to be heavily ballasted, so as to make them draw as much water in proportion as will the ships of which they are the prototypes when laden with armor, guns, and equipments. The engineer in charge will be provided on the traveling carriage which draws the boats with delicate machinery for measuring their speed, weight, and the various dynamic forces involved; and submarine water-pipes are arranged to roughen the surface of the tank so as to give an approximate imitation of a storm at sea. Ten or twelve feet above the traveling carriage run two narrow wooden platforms for the use of inspectors of the test, and an observation gallery runs completely around the tank for the similar convenience of the officers. Still higher up a vast drum traverses the circuit of the building, for the purpose of heating and cooling the air at will. This is provided not so much for the comfort of the experimenters as for the success of the experiment, in maintaining an equable temperature of air and water, and thereby preserving as far as possible the most favorable conditions for the little boats.

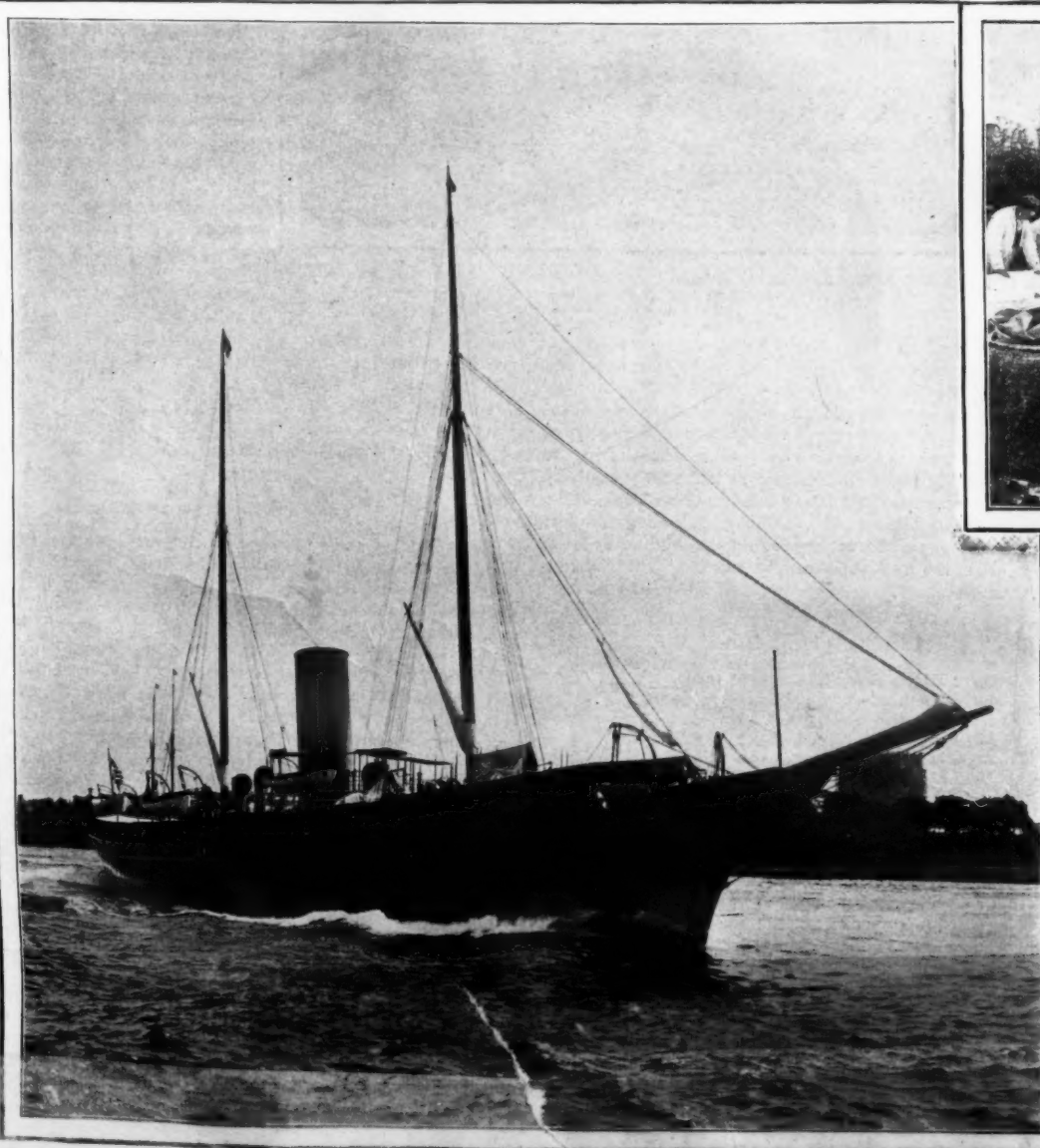
The Navy Department has availed itself to the fullest extent of the services of electricity, and has installed ingenious appliances for its use. The trolley which moves the great carriage is under such complete control that it can attain a speed of fifteen

(Continued on page 34.)

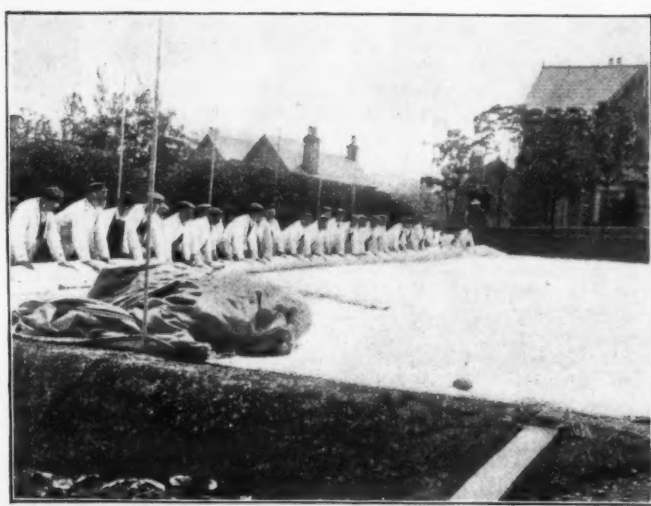




THE "COLUMBIA" ON A STARBOARD TACK, DURING HER TRIAL SAIL.—COPYRIGHT, 1899, BY C. E. BOLLES.—[SEE PAGE 35.]



COMMODORE J. PIERPONT MORGAN'S NEW YACHT "CORSAIR," THE FLAG-SHIP OF THE NEW YORK YACHT CLUB, STEAMING OFF THE CLUB'S LANDING.  
COPYRIGHT, 1899, BY C. E. BOLLES.—[SEE PAGE 35.]



THE SHAMROCK'S MAINSAIL—TWENTY-SIX MEN REQUIRED TO ROLL IT UP.

### Will She Win the Cup?

THE "SHAMROCK," WITH WHICH ENGLAND WILL SEEK TO WIN THE GREAT OCEAN YACHT RACE.

AUTHENTIC details of the dimensions of the *Shamrock*, the new English boat which is to make a brave effort to wrest the prize-cup from American yachtsmen in October, are still wanting, but enough is known about her to make it certain that she will give our *Columbia* a gallant fight for the championship. Our illustration gives a view of the crew rolling up the main-sail of the *Shamrock*, preparatory to her launching. This main-sail weighs a ton, and it took twenty-six men to roll it up. It is stated, on good authority, that the total length of the cup-challenger is 125 feet, her water-line eighty-five feet, beam twenty-five feet, and draught eighteen feet six inches. The captain of the *Shamrock* is "Archie" Hogarth, formerly the commander of the single-sticker *Isolde*; and the second captain, or mate, is Robert Wringe, formerly commander of the *Ailsa*, and more recently of the Duke of Abruzzi's *Bona*. The crew of thirty men are said to be a picked lot of the best and most experienced yachtsmen in all Great Britain.





TOLEDO COMMAND, OTHERWISE KNOWN AS "THE CHERRY PICKERS," ON ACCOUNT OF RED SUIT, LEAVING COLISEUM, WINNERS OF COMPETITIVE DRILL.



ARCH ON OLIVE STREET, NEAR SEVENTH STREET.

### The Elks at St. Louis.

TWELVE THOUSAND MEMBERS ATTEND THE NATIONAL REUNION OF THIS POPULAR ORGANIZATION.

PURPLE-AND-WHITE pennants and streamers waved from every flag-staff in the business district in St. Louis and in a large part of its residence quarter from June 17th to June 24th.



B. M. ALLEN, GRAND EXALTED RULER, BENEVOLENT AND PROTECTIVE ORDER OF ELKS.

White-and-purple decorations hung in festoons and were arranged in wreaths and garlands throughout the city. The occasion was the annual meeting of the Grand Lodge of the Benevolent and Protective Order of the Elks of the United States, and the annual reunion of the order. Purple and white are the colors of the Elks. Fully 12,000 members of the order were in St. Louis during the week, a greater number than were at any previous reunion. Al-

most all the States were represented.

The order of Elks is diffused throughout the whole country. It originated in New York City in 1867, its founder being Charles A. Vivian, a ballad-singer. It was at first restricted to members of the theatrical profession and to singers. In the beginning it had only thirteen members. Its scope, however, soon broadened, and it admitted other persons besides those to which it was at first confined. A social organization at the outset, it developed into a benevolent order having lodges in every State, and having on its rolls representatives of all the professions. First calling itself the "Jolly Corks," it then adopted the name Benevolent and Protective Order of Elks. It is one of the most popular of all the fraternal orders of the United States, as is shown by its rapid increase in membership and the growth of the surplus in its treasury. The reports at St. Louis showed that there was a gain of 11,187 members in the order during the past twelve months, the present membership being 55,439. This is the largest increase ever made in any one year. Ohio leads in number of members, which is 6,384, followed, in this order, by Pennsylvania, New York, Michigan, Indiana, Iowa, New Jersey, Minnesota, Massachusetts, Virginia, Kentucky, Wisconsin, Colorado, California, Illinois, Washington, Missouri, and Connecticut. The other States of the Union have less than 1,000 members. The largest individual lodges are, in this order, in New York City (870 members), Grand Rapids, Jackson, Michigan; Baltimore, Alleghany, Cincinnati, Detroit, Minneapolis, and Pittsburgh. All these lodges and no others have over 500 members.

In the band contest the first prize, \$1,000, was awarded to Weber's military band, which was with Cincinnati lodge; the second prize, \$500, to Strausser's band, with Davenport lodge; the third prize, \$250, to Grand Scenic Line Band, with Denver lodge; and the fourth prize, \$100, to Grand Army Band, with Alleghany lodge. For general appearance, most unique costume, and largest number of men in line in the parade, prizes, beginning with \$1,000 and ending with \$100, were awarded to lodges in this order: Cincinnati, Toledo, Louisville, Terre Haute, Denver. Prizes for the largest number of members coming the longest distances were awarded in this order: Cincinnati, Hartford, Grand Forks, Denver, Toledo, Alleghany. This was the most successful and enjoyable reunion which the Elks ever had, and a very large part of the credit for this belongs to Burt W. Lyon, a member of the St. Louis lodge, who had charge of the bureau of publicity.

### A Great Musical Jubilee.

THE GOLDEN ANNIVERSARY OF THE NORTH AMERICAN SÄNGERBUND AT CINCINNATI.

NOWHERE in America has the art divine been the recipient of so much thought and care and had so much wealth lavished upon its development and enrichment as in Cincinnati. The Queen City of the Ohio valley has indeed become justly famous the world over as a great musical centre, and its annual May festivals have become one of the events to which music-lovers look with increasing interest each recurring season. It was to the

German singing societies which flourished here in the 'forties that the North American Sängerbund owes its existence, for the most part, and it was therefore the appropriate plan for this famous musical organization to hold its golden anniversary or jubilee, which occurred on June 28th, 29th and 30th, in Cincinnati. For this great song festival the most elaborate preparations were made.

A new music hall was erected specially for the occasion, with a stage capacity of 4,000 and a total seating capacity of 14,530. This magnificent building was dedicated with imposing ceremonies on Sunday, June 18th, in the presence of 25,000 people. Speeches were made by Mayor Tafel, President Bernhard Bederman, president of the Sängerbund, and other distinguished men. Our illustration gives a view of the building during the last stages of its construction. It is said to be one of the largest and most beautiful structures dedicated to music in the world. It



THE GREAT PERMANENT SÄNGERBUND BUILDING AT CINCINNATI, WHERE THE GOLDEN JUBILEE WAS HELD.

stands opposite the Zoological Gardens, on a commanding site and is to be a permanent feature of the city. Its estimated cost was \$50,000. During the festival week Cincinnati gave itself up to the devotees of song. Over 75,000 strangers were in the city, including over 4,000 representatives of singing societies. Chicago alone was represented by eighteen societies with 600 members, and St. Louis and Milwaukee had nearly as many each. There were also large delegations from New York, Philadelphia, and other Eastern cities. Among the leading events of the song-feast were a chorus of 3,000 school children and the performance of the Alms prize cantata, entitled "Valerian," by Dr. N. J. Elsenheimer.

### Life's Spring-time.

Oh, deathless time of life's sweet prime,  
When youth was love, and love was rhyme;  
When eyes were stars, and lips were flowers,  
And months were days, and days were hours;  
When every spray held up its rose,  
And every heart its comrade chose!  
Oh, time of hope and happy dreams,  
Of sunlight on a thousand streams!  
Was there, indeed, a cloud or two  
In all the stainless stretch of blue?  
Was there a rain-drop here or there,  
Or a white snowflake anywhere?  
Always before us lay delight!  
A morn more fair than yesternight,  
A fuller flower, a warmer sun,  
Ever some dearer gift unwon;  
Some grace for which without a sigh  
We flung to-day's best treasure by!  
Oh, happy time of song and chime,  
Of splendid trust and thought sublime!  
Of lofty faith and purpose grand—  
Dreams that the angels understand;  
How should we doubt of heaven's truth  
Since thou wert heaven, dear time of youth?

MADELINE S. BRUNER.

### The Navy's Great Testing Tank.

(Continued from page 32.)

miles an hour in moving sixty feet, and can be stopped at will almost instantly. Electricity is also used in connection with the centrifugal pumps, drum, and dynamometer. The two cedar models now awaiting service in the first experiment are those of the new third-class cruisers for which adequate appropriation was made at the last session of Congress. The plans on which these models were made were drawn at the Navy Department on lines coinciding with those of the most efficient cruisers which war has yet developed, but it is not believed that they exhaust the possibilities of excellence, and the traction experiments now inaugurated are for the purpose of introducing refined improvements and superseding theory by practice. To attempt to make it clear to the reader just how

these experiments are to be conducted and satisfactory results arrived at would involve a multiplicity of technical terms intelligible only to the civil engineer, and a complete explanation of the relation of dynamics to navigation. Indeed, it is not probable that the vocabulary at the command of the civil engineer would enable him to describe the method of contemplated experimentation so as to make it easily intelligible to the average layman.

Suffice to say that the value of these experiments has been demonstrated in Europe; that Representative Hilborn and other students of our naval development induced the last Congress to appropriate \$100,000 for the construction of this elaborate plant; that the delicate machinery of manipulation is now being mounted upon the traveling carriage; that the proprietors of private ship yards have applied for the privilege of using the tank when not required by the government; and that naval officers in Washington are eager to muster it into active service in confirming or correcting the provisional outlines of our new navy, and that they are confident of results.

K.

### The Yale Stroke.

INSTANTANEOUS PHOTOGRAPHS WHICH REVEAL HOW THE YALE CREW PULL TOGETHER.

YALE coaches and experts on rowing maintain that there is no distinct American stroke now in vogue among the college crews. The press and people had the impression in 1897 that Cornell won because Courtney taught his crew a stroke at variance with the principles used in England. In fact, one of the Yale crew, in conversation with the writer, stated plainly and emphatically that Courtney or any other member of the Cornell crew was presumptuously bigoted to claim such distinction between the English and American stroke. Yale is rowing today an aggravated "American" stroke, into which the finesse of the English stroke has been incorporated. It is known to be a fact that English oarsmen excel Americans for the reason that they have given the principles of rowing a study, and for years and years have developed their stroke with the physical development of their oarsmen. The various college strokes are not similar. There is a distinct difference among them in the catch, the body-swing, the sliding-seats, and the work of the blade as it leaves the water. In general they are all the same. The English stroke is changed somewhat by a quicker recovery, and Americans feel that by employing this means more power and quickness can be accomplished.

A representative of the American Mutoscope and Biograph Company was in New Haven a few weeks ago, where he was accorded the privilege by Coach Galladut and Captain Fred Allen of taking a moving picture of the crew from the Yale launch. The biograph reproduces faithfully every motion of the object that is being photographed. Under no circumstances can a camera catch as truly or as effectively an exact likeness of a crew at work such as these seen in the biograph. Every



motion, every movement of the arms, and every dip of the oars is reproduced as it is seen. The Yale crew was rowing in splendid form, and under the direction of Coach Galladut rowed a trial mile with a thirty-two stroke. There was absolutely no splashing; the oars entered the water neatly, and at the end of the stroke they left the water with that dash and smoothness that have always characterized the work of the Yale oarsmen. Note the position of the men as their oar-blades start to catch the water. They move as a unit. Note the evenness of the bodies as they unite their efforts in one mighty effort to send the boat along. As the blades leave the water it can be seen how well the Yale oarsmen have been schooled to work together. The Yale stroke is called American, but it is more English, and, if it is possible, an English stroke improved upon.

### Saratoga a Suburb of New York.

AMERICA'S GREATEST WATERING-PLACE BROUGHT WITHIN THREE AND THREE-QUARTERS HOURS OF NEW YORK BY ONE OF THE FASTEST TRAINS IN THE WORLD.

"SARATOGA, the beautiful," as General Passenger Agent George H. Daniels, of the New York Central Railroad, aptly calls it, is now only a suburb of New York City. The new Saratoga Limited, which runs via the New York Central to Albany, and thence via the Delaware and Hudson to Saratoga Spa, every day excepting Sunday, covers the distance in three hours and three-quarters. Nothing more strikingly illustrates the tendency of the times than the efforts of our great railroads to bring prominent places of relaxation within easy reach of the public. The initial trip of the Saratoga Limited, which recently occurred, attracted much attention. Only one stop was made between New York and Saratoga, namely, at Albany. The beautiful new Wagner coaches, costing more than \$200,000 and especially built for the service, embrace a buffet smoker, number 419; an observation parlor-car, "Saratoga," and the parlor-cars "Albany" and "Troy."

All these are of exquisite design, furnished most luxuriously, with the chairs upholstered in a delicate shade of blue and white hair-cloth, and the woodwork of mahogany of Louis XIV. design. Nothing more elegant, refined, and costly has ever been seen on any railroad in the world. The observation-car has a parlor at the rear end, with large round-end windows opening on the platform, and abundant room on the latter for chairs for passengers. All the cars have Pintsch gas-lights, electric call-bells, Wagner wide vestibules, and the most complete safety equipment. The train is one of the most magnificent and one of the fastest in the world.

It is not surprising that thousands gathered at Saratoga to welcome the arrival of the passengers on the first trip, and that general passenger agents Daniels and J. W. Burdick, of the Delaware and Hudson, were showered with congratulations by prominent railroad, newspaper men, and others who were the guests on that occasion of the Saratoga Limited, and of the superb hotels at Saratoga, the United States, the Grand Union, the Windsor, the American, and the Adelphi. Throughout the summer season, visitors from New York will have an opportunity to leave that city at 3:30 P. M. on every day but Saturday, and will arrive in Saratoga in time for dinner at 7:15 P. M. On Saturdays the Limited will leave New York at 1:50 P. M., reaching Saratoga at 5:40. Returning, the train will leave the great watering-place at seven A. M., and bring the passengers to New York at 10:45 A. M., in abundant time for business. At Albany the passengers will be able to secure copies of the New York morning dailies with which to employ their leisure moments on the delightful journey to the metropolis. The Saratoga Limited is bound to be a great success.

### The Contest for the Cup.

THE "COLUMBIA" PROMISES TO DEFEND THE CUP IN THE COMING CONTEST LIKE A TRUE AMERICAN.

THE interest of yachtsmen the world over is now centered in the boats that will enter the contest for America's cup at the coming international race in October. The *Columbia*, the new guardian of the cup, gave gratifying evidence of the stuff she is made of in her first trial at Newport on June 25th, as shown in our illustration. She beat the old *Defender* easily and badly in a finish to windward, and gave evidence of so many superior sailing qualities that her maker and her owner both feel confident that she will be able to defend the cup against all comers.

In this trial race the *Columbia* started nearly 200 feet astern of the *Defender*, and in such a position as to give the latter all the advantage of wind, but the *Columbia* worked out ahead in spite of this in a way that surprised and delighted her friends. In less than ten minutes of sailing the *Columbia* was 200 yards ahead, and nearly the same distance to windward. It was as fair and pretty a race as ever was run, and furnished as good a test as could be desired to judge of the true qualities of the competing boats. Yachtsmen who saw the brush say that if *Fife* beats the new cup defender with the *Shamrock* it will only be because the latter is the fastest yacht ever built in the world.

We also publish in this issue a picture of the *Corsair*, the new flag-ship of the New York Yacht Club. This boat was designed and built by that veteran craftsman, J. Seaver Webb. It is modeled on new lines and is claimed to have greater length of keel than any other boat of its class in the country. It also has other special points which its maker and owners claim will insure it a record of the first class. It is now under command of Commodore J. Pierpont Morgan, and will be the judges' boat in the trial contest between the *Columbia* and *Defender*, announced for July 6th, off Sandy Hook.

### The New Claridge's.

(From our Special Correspondent.)

LONDON, July 1st, 1899.—No hotel holds a prouder record than *Claridge's*. The crowned heads of Europe had at one time or the other reposed in the old building, and Anglo-American social stars have taken possession of the new house. The situation of "*Claridge's*" is admirably suited for the exigencies of a high-class business. It stands in the very centre of fashionable London, between Grosvenor Square and Berkeley Square, and only a few minutes' walk from Hyde Park, Bond Street, Regent Street, and Piccadilly. It is also within easy distance of the principal picture-galleries, exhibitions, railway-stations, and theatres. It thus occupies an ideal situation for families intending

to spend the season in London. The private suites of apartments are probably the most luxurious in Europe. Each suite is complete in itself, with its own private entrance and vestibule, bath-room, lavatory, etc. These suites can be taken for the London season, and thus all trouble and responsibilities of a furnished house and a staff of servants may be avoided. In fact, families can enjoy all the conveniences, comforts, and privacy of a house of their own, with the advantage of a highly-trained staff of servants, and an excellent *cuisine*. On each floor is provided a special private dining-room, elegantly furnished and decorated, which can be engaged by visitors staying on that floor, who are thus enabled to entertain their friends close to their own private apartments, while keeping their own suites free for use subsequently.

Few things are more irritating to the American traveler than to find in the hotel bill a number of petty charges for "extras," which, although individually small, amount collectively to a substantial amount. I therefore think it a commendable feature of this elegant hotel, as well as "The Savoy," that no charge is made, either for the electric light or for baths, or for any other privilege in the house. The bill is after a uniform tariff, and compared to similar comforts in New York, is considerably less, in spite of the fact that we are in London, and in its most sacred quarter. In addition to its sumptuous internal arrangements it has the rare advantage of ample light in every room. This has been made possible by its independent situation—free from neighboring houses, and provided with semi-octagonal windows, admitting daylight from every direction. A very high grade of discipline is maintained in this house; and, in short, to stop at *Claridge's* is quasi a passport into London society. C. FRANK DEWEY.

### In Pall Mall.

(From our Special Correspondent.)

LONDON, July 3d, 1899.—When our social magnates next arrive in this great metropolis, and secure the exceptional opportunity of a room in the *Carlton*, with a view down Cockspur Street and on Trafalgar Square, they will, I am sure, sit for hours and admire London life as it swirls and eddies beneath the hotel windows in one ceaseless stream towards Charing Cross, the historical artery of busy England, and the Strand. They will, doubtless, desire to know whence its source and final destination, for, like the angels in Jacob's dream, this ceaseless stream of life and activity is, apparently, without beginning and without end.

It was a happy thought which induced clever Mr. Ritz to erect a palace on the corner of Pall Mall and Haymarket, to top, as it were, the foremost hotel system of modern times all the way from London to Rome. As a genius among modern *hôtels* Mr. Ritz has no superiors and few equals. He has held his ear close to nature's silent voice, and has familiarized himself with our idiosyncrasies. "Large hotels are simply barracks," he remarked recently. "Our society prefers not to be housed in an asylum with a number on its back. Neither will the modern traveler be fed in a mess-room, with a stereotyped bill-of-fare. We have passed beyond the compulsory regimental days, 'closed parties,' and 'conducted tours.' Every level-headed traveler nowadays, and particularly the Anglo-Saxon, prefers independence of action and movement. As a matter of fact, this is the Bohemian era in history, with the charm of abandon and picturesqueness thrown in. Modern pleasure-seekers desire comfort in refined surroundings, and this is only possible in a house of reasonable proportions, say of about 300 rooms, such as the *Carlton* now represents. Here it was possible to adopt the most commendable features of American comforts, elaborated by European art, with the result that its interior fairly indicates the Bohemian spirit which is to dominate its character."

And in truth Mr. Ritz has exaggerated nothing. *Au contraire*, he has left much unsaid which, in justice to the *Carlton* and our numerous readers, I shall recite more fully in a future letter. Suffice it for the present that the *Carlton*, whose doors will open in a few days, is sure to cause a ripple in modern hotel history, and in spite of London's praiseworthy hotel list, this house will easily go on record as leader of the cult, not only on account of its incomparable situation and its interior attractions, but chiefly, perhaps, on account of the *cuisine*, which will be guided by the world-famous *maitre d'hôtel*, Escoffier. The remarkable epicurean creations of this eminent artist are still too fresh in our memory to need much elaboration. He is the idol of London society, as he has been before this leader in the capital of France, and with the maturity of experience he is sure to surprise even those who know him well. C. FRANK DEWEY.

### Art and Pleasure in Munich.

(From our Special Correspondent.)

MUNICH, July 1st, 1899.—It is a mistake to suppose Bavarian taste inclines chiefly to "beer and boiled beef." As a matter of fact the present generation has outlived most of its medievalisms, and in gastronomy Bavaria is little behind Paris or New York. For a generation back the initiated traveler has found the Munich *cuisine* even superior to that of Berlin, and almost equal to Vienna. It is an undisputed fact that Munich coffee and pastry are only equaled in the Danubian capital. It has become a well recognized fact that Bavaria is foremost in modern innovations, and the *Hôtel de Russie* is fully entitled to pre-eminence in the list. Money has been expended with unstinted liberality by its progressive owner, who, it appears, has adopted most of the progressive ideas current nowadays, and has incorporated them in a system which is certain to secure a lasting and enviable reputation. I am not in advance of facts when I say that the arrangements of heat and cold, light and shade, are beyond criticism. The sleeping-rooms are invariably large, and communicating if necessary; or, by means of padded doors, can be made exclusive to suit a hermit. The attractive feature, however, is a large number of bath-rooms, and equal accessibility to telephones and telegraph at all times of the day. Sumptuous furnishings, indicative of every possible comfort, and pleasing to the eye, surround the traveler with a sensation of homelike contentment. Even those unfamiliar with the language prolong their stay at the *Hôtel de Russie*, largely on account of its exemplary arrangements and reasonable tariff. The parlors, reading and writing rooms are particularly attractive in the evening, when a houseful of merry tourists in smart attire, together with a fair sprinkling of native society, meet to discuss social topics. I have heard some of our leading social stars, whose names etiquette forbids mentioning, express themselves in enthusiastic terms on its comforts, and more particularly on the faultless service. The staff of this house serves us with unflagging patience and studious discipline, implicitly relying on the guests' liberality in the end. The menu of the *Hôtel de Russie* includes a long line of specialties not easily duplicated elsewhere, mainly composed of the best native and foreign markets, and cleverly manipulated by the famous *maitre d'hôtel*, a gentleman of varied experience. The table decorations are a fair indication of the artistic taste which characterizes the hotel. Flowers in abundance scent the entire house, and our ladies are not slow to adopt the opportunity favorable to a convenient *boutonnière*.

The circumspect management has liveried porters, generally fine linguists, and also buses, who attend the arrival and departure of every train. There is no need to bother about your luggage. The porter of the hotel attends to every detail, while you sit in the eligible place in the coach. Here, too, you can receive every desirable information necessary to your contemplated trip, and, in short, be fitted out with every advice needed to your comfort and peace of mind. Considering the many advantages, its fine *cuisine*, excellent wines—real wines—and the fact that you are many miles from home, in a foreign land, surrounded by home comforts, it is a commendable feature, indeed, to find that on top of all this the tariff is modest, by one-half less than it would be for similar comforts at home. C. FRANK DEWEY.

### Wall Street—The Pace That Kills.

[NOTICE.—This department is intended for the information of the regular readers of LESLIE'S WEEKLY. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]

THE recent death of the greatest bull leader on Wall Street, ex-Governor Flower, has been followed by the death of another, not so prominent but quite as resourceful a leader, John G. Moore. Neither was an old man. Both succumbed to the tremendous pressure upon their vital energies which the ups and downs of Wall Street exerted. Both were men of good habits and rugged constitution, but in accumulating large fortunes they lived a life of intense mental energy and consumed the fires of vitality. It is the Wall Street pace that kills, and therefore I have constantly advised my readers to avoid the whirlpool of speculation, to buy nothing on margins, but to content themselves with safe and prudent investments and moderate returns. That advice I still repeat.

If the public does not demand legislative action to compel great speculative corporations, whether organized as trusts or

otherwise, to make public reports, at stated periods, of their financial condition, the fault will not be that of the corporations. They are goading the public into making such a demand. Here, for instance, is the American Steel and Wire concern, which loaded its securities upon the public, on promises that were almost equivalent to pledges, of a handsome dividend on the common stock, now turning upon confiding investors, and declaring against the dividend. A corporation that would play such tricks may be earning money, but it will be impossible to make the people believe that it is anything else but rotten to the core. My readers have asked why preferred stocks of the industrials netting from seven to ten per cent. at present prices do not sell higher. It is because of just such operations as we have witnessed in the American Steel and Wire, because of the public fear that stock gambling and not legitimate business is the mainspring of too many industrials. This fear accounts for the fact that nearly all industrial securities are selling on almost the lowest plane of prices that we have had since the opening of the new year. The good suffer with the bad. Some of these industrials have merit and should sell higher, but confidence will not be restored until the management of these new concerns prove by results that they deserve to be trusted. We have seen names of great men used in connection with some of the industrials, only to delude the public. Ex-Governor Flower's strength lay in the fact that he was honest with the public and deserved their confidence, and therefore received their support.

The Vanderbilts, it is said, are getting ready to take in the Boston and Albany Railroad. This would enable the Vanderbilts to control continuous railway lines extending from the Atlantic to the Pacific. It would be the crowning work of the Vanderbilt family and the greatest achievement in the history of our railroads. The strength of the Vanderbilt interests came to the rescue of the market when its weakness was manifestly increasing. This weakness had arisen from the fear of great labor strikes, of higher rates of interest, and of the possibilities of bad crops. As long as these fears prevail, the liquidation will continue.

"B. A. G." Brooklyn: Know little about them. (2) Watson & Gibson, 55 Broadway.

"L." Brockton, Massachusetts: I do not believe in the mining stock referred to. You might as well buy a ticket in a lottery.

"C. H." New York: Would have nothing to do with the mining stocks. (2) Manhattan Elevated will probably return you a profit.

"R." Providence, Rhode Island: I should not sacrifice my Steel and Wire under existing circumstances. The iron and steel markets are very strong.

"E." Pittsfield, Massachusetts: I would have nothing to do with the parties. They play a game in which they have everything to gain, but nothing to lose.

"Mrs. J." Newark, New Jersey: American Tobacco paid its first dividend of two per cent. last May, besides a stock dividend of 100 per cent. I think it is a fair investment.

"W. E. D." New York: Northern Pacific common has had a heavy rise since a year ago. But if held, I think you ought to get what you paid for it. (2) Would ask a lawyer. Equitably, you are right.

"R." Albany, New York: The friends of Southern Railway common have for many months been promising a rise. Some believe that there has been unloading by insiders. Intrinsically it has little value.

"W." Jacksonville, Florida: I prefer a house of higher standing. (2) Northern Pacific preferred would sell higher if it was believed that it was permanently on a four-per-cent. basis.

"C." Peabody, Massachusetts: Some good men are at the head of the company, but it is purely a speculation. The company is organized to make money. It is not a philanthropic institution.

"J. E. S." Bay City, Michigan: Continental Tobacco, at this writing, is about as low as it has been at any time this year. It is impossible to obtain information on which to base predictions regarding its future.

"C." Newark, New Jersey: Consolidated Ice common at 40 I believe to be cheap. It is earning and paying one per cent. quarterly. (2) Manhattan Elevated should sell higher on the basis of its value as compared with that of the other local traction companies.

"D." Fishkill, New York: The new Wisconsin Central preferred, at the price stated, is a good purchase under existing conditions. (2) I hardly think so. (3) I would be satisfied with a more moderate profit. (4) A twenty-per-cent. margin is little enough. (5) I argue from general conditions.

"K." Wilkesbarre, Pennsylvania: The unfortunate insertion of the word "not" in my answer to your inquiry last week changed its meaning. I have long since advised the purchase of New York Central on every reaction. Those who followed my advice must have a handsome profit.

"D." Franklin Falls, New Hampshire: I cannot recall any "safe six-per-cent. investment" that can be had at par. (2) International Paper preferred is more than earning its dividend, but within a year or two it is to have strong opposition. I think Union Paper Bag preferred is as safe, and at this writing it is the lower.

"Trustee." Cohoes, New York: I think discriminating purchases of the coals on reactions advisable. Jersey Central is a good property to hold. (2) I would prefer the Delaware and Hudson. (3) I cannot advise the purchase of Western Union at the price named. (4) The friends of Brunswick Land are predicting better things for it since the election of Mr. J. W. Hinckley and Silas B. Dutcher as directors. Will give you the information you ask as soon as it can be obtained.

"Grocer." Milwaukee: The Advanced Beet Sugar Construction Company is not an institution whose securities I can recommend to investors. (2) The dividend on the International Paper Company was one and one-half per cent. on the preferred, payable July 1st, and one per cent. on the common. (3) The gas war in New York is bearing its legitimate fruit, and unless it is settled soon the stocks of all the companies affected must decline. (4) I would prefer a low-priced bond, such as the St. Louis and Southwestern mortgage 4s and the Missouri, Kansas and Texas seconds, to the low-priced stocks you mention. More money is to be made in the bond than in the stock market under existing conditions.

JASPER.

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Use Horsford's Acid Phosphate.

DR. A. L. TURNER, Bloomsburg Sanitarium, Philadelphia, Pennsylvania, says: "As an adjunct to the recuperative powers of the nervous system, I know of nothing equal to it."

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must be nourishing and suitable, and by "suitable food" is meant a food which a child will properly digest and assimilate. Gail Borden Eagle Brand Condensed Milk for forty years has been the leading infant food. Book entitled "Babies" sent free.





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ALL READY.



CATCHING THE WATER.



AT THE HALF-STROKE.



AT THE THREE QUARTER STROKE.



FINISH OF THE STROKE.

HOW THE WELL-TRAINED AND DISCIPLINED YALE CREW ROWS.

THE BIOGRAPH SHOWS ACCURATELY THE MOVEMENTS OF THE ATHLETIC CREW FROM THE BEGINNING TO THE END OF THEIR STROKE.—PHOTOGRAPHED BY THE AMERICAN MUTOSCOPE AND BIOGRAPH COMPANY.—[SEE PAGE 35.]



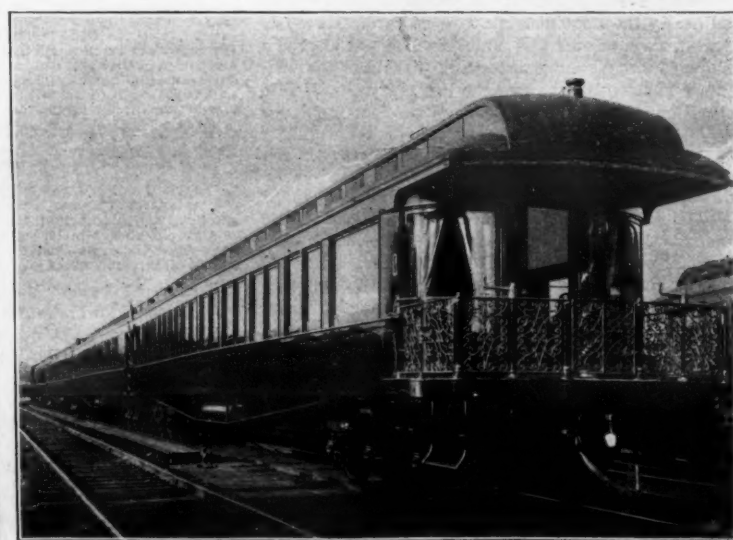
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GEORGE H. DANIELS, THE GENERAL PASSENGER AGENT OF THE NEW YORK CENTRAL RAILROAD, WHO INSPIRED THE "SARATOGA LIMITED." Photograph by Fuch Brothers.



INTERIOR OF THE MAGNIFICENT NEW PARLOR-CAR "ALBANY," OF THE "SARATOGA LIMITED."



EXTERIOR VIEW OF THE "SARATOGA LIMITED," ONE OF THE FASTEST TRAINS IN THE WORLD, SHOWING THE OBSERVATION END OF THE TRAIN.

THE LIGHTNING TRAIN THAT MAKES SARATOGA A SUBURB OF NEW YORK.

THE NEW "SARATOGA LIMITED," THAT WILL COVER THE DISTANCE FROM NEW YORK TO SARATOGA IN THREE HOURS AND THREE QUARTERS.—PHOTOGRAPHS BY THELAN. [SEE PAGE 35.]





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**COACHMAN** (loudly)—“Two are out! Play for the batter.”

Mrs. Notupp—“Batter! b-a-t-t-e-r! Goodness sakes, what sort of batter are these men playing for?”

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To the North, including Niagara Falls, Toronto, Thousand Islands, the St. Lawrence, Montreal, Quebec, Roberval (Lake St. John), the Saguenay, Au Sable Chasm, Lakes Champlain and George, Saratoga, and a daylight ride through the Highlands of the Hudson, July 22d to August 7th. Rate, \$125. August 13th to 25th, visiting same points as first tour except Roberval and the Saguenay. Rate, \$100 for the round trip, from New York, Philadelphia, Baltimore, and Washington. Proportionate rates from other points.

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